

JUN 21 33

# ATLANTIC FISHING

VOL. XIV

Registered U. S. Patent Office  
JUNE, 1933

NO. 5



## THE MORE DEMANDS MADE ON A ROPE THE GREATER THE NEED FOR COLUMBIAN

When Captain Bob Bartlett, famous explorer, breaks out a rope, that rope is destined to see severe service. On his trips to the frozen north, he has to have rope that can endure under unusual and trying conditions.

Because *Columbian Tape-Marked Rope* has never failed him, even with the most brutal treatment he has given it, Captain Bartlett uses it exclusively for his arctic circle expeditions.

Any rope that stands up under such conditions will give super-service in ordinary use. The real quality and the advantages of *Columbian* waterproofing are seen from using it daily. But when an almost impossible demand is made upon it, then is *Columbian* appreciated.

When you use *Columbian Tape-Marked* you are using a rope that has been solely responsible for the completion of many a difficult venture because it held at a crucial period.

### COLUMBIAN ROPE COMPANY

362-90 Genesee Street  
Auburn, "The Cordage City," N. Y.

Branches: New York Chicago Boston New Orleans

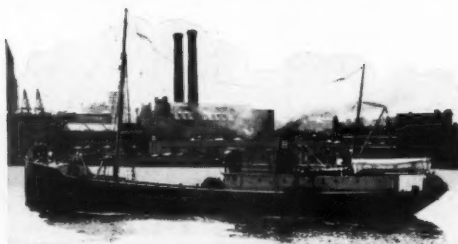
# COLUMBIAN TAPE MARKED ROPE PURE MANILA

Boston Office and Warehouse

38 Commercial Wharf



**..and they'll bring a good price at Boston  
thanks to Marine Radio Telephone!**



**B**IGGER catches and better prices are the order of the day on Western Electric equipped trawlers—like those of the Bay State Fishing Company and the Fauci Oil Company. For Radio Telephone sends boats where the run is best—brings them back to port when the market is best!

Captains report their catches to the home office in advance, so that arrangements can be made for distribution without delay. Weather reports, market conditions

and orders are transmitted instantly to boats at sea. Such close control of fishing fleets

leads to more profitable operation.

Western Electric Marine Radio Telephone provides dependable two-way voice communication within a large radius of the land station—such as the one at Boston. Equipment is simple to operate, requiring no additional personnel. Made by the makers of Bell Telephones, it is thoroughly practical under all conditions.

## ***Western Electric***

**MARINE RADIO  
TELEPHONE EQUIPMENT**

MADE BY THE MAKERS OF BELL TELEPHONES

WESTERN ELECTRIC CO.,  
Dept. AF6, 195 Broadway, New York  
Gentlemen: Please send new bulletin describing Western Electric Marine Radio Telephone.

NAME.....  
ADDRESS.....  
CITY.....STATE.....

IT'S A LONG TIME BETWEEN DRYDOCKS...FOR THIS

# 12 Year Old MONEL METAL Shaft!



● The 65-foot gas boat "George and Frank" owned by Lewis Coal & Oil Co., Port Washington, L. I. This vessel is powered with a 6 cyl., 75 h.p., Palmer Engine driving through a 2½" Monel Metal Shaft. This shaft has been in service for 12 years and a recent inspection revealed practically no evidence of wear or corrosion!

● The Monel Metal propeller shaft on the good ship "George and Frank" was installed more than 12 years ago. This sturdy work-boat is no "fair weather" craft. She's on the job all day long—every day in the year. Except for minor repairs, she has never been out of service since her shaft was installed. Recent inspection of the shaft shows practically no signs of wear or corrosion!

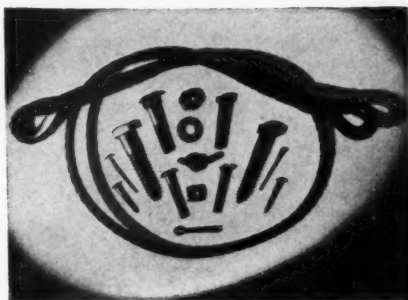
Fishing boats need that kind of propeller shaft performance. Every day your boat spends in drydock is a dead loss to you. A Monel Metal Shaft will make these costly visits fewer and farther

between...will help your craft ring up new records on the season's catch!

Users will tell you that Monel Metal Shafts can survive a wallop that would bend or break an ordinary shaft. They know that Monel Metal is tougher and more resistant

to corrosion than any other available material...that it will not pit or roughen...that it polishes in with a glass-smooth surface which practically eliminates shaft vibration and friction.

When you have your Monel Metal Shaft installed, it will also pay you to have your fishholds lined with easy-to-clean Monel Metal. Ask your regular boatyard to give you an estimate, and write us to send you information on Monel Metal marine equipment including the new propellers.



The same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal material for many types of hull fastenings and other marine accessories. Monel Metal is available in the following shapes and forms: sheets, tubing, strip, wire rope, wood screws, nails, rivets, bolts and nuts, lag screws, etc.

## MONEL METAL



Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 Wall Street, New York, N. Y.



Photographs copyrighted by Arthur Coster

### A Swordfishing Trip on Brown's Bank Aboard the "Edith L. Boudreau" of Gloucester

First row, left: Leo Allen, striker aboard the "Edith L. Boudreau", shown just after striking a swordfish. Center: Manuel Lemer, being lowered by Capt. J. A. Boudreau to go out and haul. Right: Manuel hauling the line at the end of which is the fighting swordfish.

Second row, left: Manuel bringing in the fish. Center: A swordfish soon visits the Boston Fish Pier after being seen by these men. Right: Manuel tugging at the rope tied around the tail of the fish.

Third row, left: Capt. Boudreau ready to secure a firm grip on the swordfish to help hoist it aboard. Center: Safely on deck. Right: Down the hold, minus sword, head, tail, fins and insides.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

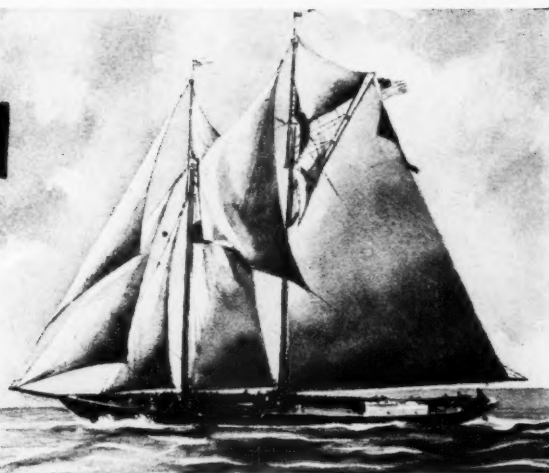
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, Publisher and Editor

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations.



VOL. XIV

JUNE 1933

NO 5

## Would Aid Fish Producers

**Capt. Val O'Neil, Manager, Fishing Masters' Association, Boston, Discusses Plan to Benefit Fishermen**

THE ineffectiveness of the tariff, due to the present depreciation of foreign currency, is ascribed by Capt. Val O'Neil, Manager of the Fishing Masters' Association of Boston, as one cause for the condition which is making it impossible for American producers of fish to meet the expenses of vessel operation. He says:

"The chief outlet for our surplus fish was formerly the salt fish market, but now under the present depreciation of foreign currency and consequent lack of effective tariff, it is cheaper for salt fish dealers to import this product than to buy from our own boats. As a result, we see millions of pounds of salt fish coming from Newfoundland and other countries, while many of our own boats are tied up unable to meet this foreign competition.

"Lobsters from Canada, and swordfish from Japan, are threatening the existence of New England lobster fishermen and swordfishermen.

"New England lobster fishermen cannot meet the competition of Canadian lobsters which can be sold here for less than our cost of production.

"Swordfishermen cannot obtain a reasonable price for their fish as long as Japanese swordfish can be landed at a price below the cost of production here.

"If the fishing industry of New England is to prosper, the producers of fish should be represented by an organization that will have at heart the interests of New England fishermen, and protect them as far as possible against unfair competition and loss of their rightful market.

"Over-production is another cause for the unreasonably low prices which have prevailed for fish ex-vessel. There must be a greater demand or less production, and production should be kept in line with the present avenues of distribution. A producers' organization can, within proper bounds, exercise control over production and prices.

"I am in favor of a New England organization of producers—an organization to work exclusively for the benefit of producers, that will endeavor to curtail unfair foreign competi-

tion, lessen over-production, and interest itself in methods of marketing which will return to the producers of fish sufficient income to maintain the producing industry and support the fishermen.

"The Fishing Masters' Association now includes approximately 100 captains, nearly all of whom are owners or part owners of fishing vessels which represent an investment of approximately \$7,000,000, giving employment to 2,000 men. Our membership is rapidly increasing and is open to all fishing vessel captains in New England.

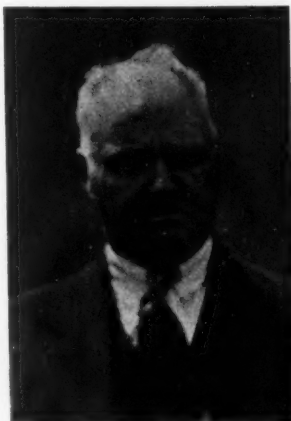
"We are cooperating on a plan of operation for the fishing industry which will be acceptable to the Government, and which will present a united front by vessel operators for the protection of the interests of New England fishermen.

"This plan will meet the purposes of the Industrial Recovery Bill, comprising a self-governing fish producers' organization to make its own voluntary agreements and rules for the conduct of its members, for standardizing prices, and banning cut-throat competition. The plan will be submitted to the Governmental Board which is empowered to lay down rules

of its own, if the organization fails to provide adequately for itself.

"The object of the plan is the formation of a fish cooperative which would take the surplus off the market, regulate the production, and fix a minimum price, to the extent necessary to raise the price level. To accomplish this it would be necessary to concentrate production in the hands of an organization empowered to regulate the operation of the boats, and all members would have to sell their fish through the cooperative or as directed by it.

"The cooperative would agree to allow the Government's representative free access to its records for the purpose of any examination, and would agree to be bound by any decisions, rules or regulations imposed by the Reconstruction Finance Corporation."



Capt. Val O'Neil.

## Fishing Vessel Engines

The First of a Series of Articles Written Expressly for  
the Fishing Vessel Engineer

By James Greig, Port Engineer

**T**HE first engine of which there is any known record was built by Nero in Old Alexandria about the year 130 B.C.

This engine wasn't at all economical, nor did it develop any power, other than to revolve a globe at a very high speed.

From then on until 1698 we have practically no records of importance concerning steam. Capt. Thomas Savery in 1698 constructed an engine for raising water from mines, the adoption of which was discouraged owing to the inability of the engineers in those days to construct boilers of sufficient strength to withstand a pressure of 15 lbs. per square in.

Newcomen in 1712 constructed the first atmospheric engine, but it was not until 1764 that James Watt actually applied steam economically for the generation of power. True, the efforts of our early inventors were very crude and uneconomical as we view engineering projects today, but a very important lesson may be learned, which we today should bear in mind; namely, the struggle for economical operation.

As steam and steam engines were gradually developed their attempted applications were many and varied. In the year 1796 John Fitch, of Philadelphia, experimented with a screw steam boat while numerous others in different countries throughout the world developed and experimented with side wheelers and screw driven ships.

The birth of marine engineering from a commercial and practical standpoint did not start until the year 1807 when Robert Fulton had a steamer built called the *Clermont*. She was of paddle wheel construction and was put on the run between New York and Albany, proving quite successful.

Step by step, improvements, developments and inventions have followed in quick succession. Steam engines of various types, beam, oscillating, reciprocating, turbine, etc., have been made in millions of horse power, and now steam has a rival—a most formidable rival—in the internal combustion engine and particularly in the Diesel.

We in the fishing industry have seen the use of sail and steam, but for the past 25 years practically all of our new construction has been equipped with internal combustion engines of some form or other. We have witnessed many improvements in the power plants aboard all sizes and types of craft, from the small "one lugger" with its make and break ignition, to the latest in multi-cylinder, full Diesel engines.

So numerous are the types and applications that considerable has been written in the way of suggestions as to the ideal installation for this or that purpose.

Knowing perfectly well of the almost inconceivable number of "hook-ups"—some good, others not so good—it would be futile on our part to enter this particular field. Suffice it to say there is still plenty of room for improvement. We are primarily interested in the successful, economical operation, and the avoidance of major breakdowns. If we can assist to some degree in this accomplishment, then the engineer, the owner and the industry will have benefitted.

We fully appreciate the diversity in size and type of engines and auxiliary equipment this undertaking embraces, but, as is well understood, the practice of mechanics is much the same

in all fields of engineering. The details as to fit, clearance, etc., varies with the particular power medium under consideration, and as we will confine our efforts to marine installations (heavy duty), both main and auxiliary, we will be within a reasonably narrow field. No doubt some discussion will arise, and we wish every engineer would write us about anything he does not understand, or takes issues with on some technical point. Let's get to the bottom of each and every problem as we go along.

These problems will be treated in following issues of this magazine, and should provide very interesting and instructive material for discussion. In commencing these articles I cannot do better than say a word regarding the profession. No group of engineers are more loyal to their ship than those in the fishing fleet. Georges Bank surely proves them tried and

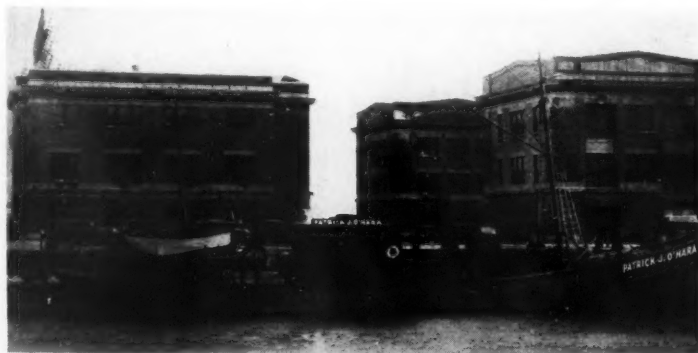
true, and in the majority of cases they are as capable and willing a group of men as one could find anywhere. With this in mind, perhaps the viewpoint of the writer will help to promote the general advancement of the calling.

Overall efficiency is possible only if the engineer is interested in his job; if he wants his engine to run and look second to none it must be kept clean, both in

side the engine and out. Fire can be made a negligible quantity if cleanliness in the engine-room is the watchword. All rags and oily matter must be properly disposed of and not allowed to accumulate. Usually the owner will supply paint; it's up to the engineer to put it on. All leaky pipes, leaky cylinder heads, bare wires, etc., should have immediate attention. Sometimes a small leak or naked wire can do serious damage; and, in the case of oil pipe lines leaking, up goes the expense of the trip, and, as very often happens, a new set of main bearings may have to be installed. If the small things are given attention right away, the major troubles will not occur quite so often. There is no excuse for a dirty, leaky, smelly engine-room. All that is needed is a little routine work. The owner will do his share; he will buy the things you need, provided you tell him about them.

Contrary to the usual procedure, we will start at the bottom and work up. **The stern tube bearing:** there are various types on the market; namely, rubber, flax, lignum-vitae and metal. On many of the larger vessels lignum-vitae is used and is very dependable. The usual method of installation is to insert strips of lignum-vitae longitudinally in the bearing shells and set so as to have the end of the grain to the shaft. These bearings are usually made quite long and insure a reasonably long life. The sea water acts as a lubricant. White metal is used mostly on smaller boats, and should be scraped to an easy fit on the shaft. Rubber and flax have been used considerably in recent times, with very successful results.

**Stern tube stuffing box:** To obtain maximum efficiency of the prime mover, the packing gland should be slacked back when under way so that a trickle of water is in evidence. On arriving in port the gland should be set up so that the



The "Patrick J. O'Hara", owned by O'Hara Bros. Co., at the Boston Fish Pier.

stuffing box is tight. At least once each year new packing should be installed.

**Line shaft bearing:** Sufficient spring bearings should be installed to prevent whipping of shaft. If an unusually long line shaft is necessary, at least one bearing should be used for every 8 ft. of shafting. Many engines are improperly aligned because of the lack of spring bearings. This may have serious results to either the line shaft or crank shaft. When installing line shafting, each section is attached to the next by couplings. The face of every coupling must be true with its section of shaft. The shaft rests in the bearings, and every half coupling is made true to the other at all points. Then the shaft is said to be in proper alignment. At least once each year the line shaft couplings should be broken and the alignment checked. If in proper alignment, satisfactory results may be looked for. On the other hand, excessive vibration, fatigue and crystallization may be the result of an improperly aligned job, resulting in crankshaft breakage, burned out bearings, etc. In keeping with alignment, is the necessity of sufficient area in the bearings to withstand the particular load they are to be submitted to. If the bearing area is too small, usually a chronic hot bearing will be the result, and the danger of whipping will always be present.

**Adjustment of bearings** consists mainly of alignment, fitting and the proper grooving. All these operations have to be correctly performed, otherwise continual trouble will result. Considerable discussion may be involved in the condition of alignment of shafting, etc. Our concern is with the completed installation and maintaining it in an operating condition.

**Clearance:** The conditions governing the clearance of a bearing are as follows: (1) The size of the bearing, (2) The general alignment, (3) The speed or R.P.M., (4) Whether the direction of rotation is always one way or reversible, (5) The type of lubricating system used.

Small bearings may quite successfully be adjusted by "feel", but larger bearings should have "Leads" taken to determine the clearance. In making adjustments to bearings, shims of brass or copper or even paper should be used. Never use tin, it rusts. In setting up bearings, particularly in the Diesel engine, don't be afraid to tighten—to "soak" it up good. If the proper clearance has been allowed, they can't be set up too tight. I have found it good practice after setting up a crank-pin bearing to just barely feel it lift using a pinch bar as a lever but quite free "endwise", using a screw driver between the web and bearing.

**Main bearing removal:** If difficulty is experienced rolling out a bottom shell, relieve the bearing from the weight of the shaft by means of a jack, place a slab of zinc on one side of the joint where the bearing halves meet and strike with hammer or maul. Don't use wood, it chips, and invariably pieces find their way into the lubricating system.

**New bearing:** In fitting a new bearing to its journal, spread a very fine coat of Prussian blue on the journal, lay one half of bearing on the journal and rotate it back and forth slowly. Remove the bearing and where the blue adheres to the babbitt, usually in spots, scrape with a keen edged bearing scraper. Continue this operation until at least 2/3 of the bearing is in contact with the journal. Treat both halves of bearing in like manner. Finally assemble the bearing in its proper position on the journal, and set up the bolts with just sufficient shims to allow bearing to move. Disassemble and again remove the high spots. In the case of main bearings take particular care while scraping that bearing is kept concentric with the shell.

Here are a few "rules" which are worth keeping in mind. (1) Never use an engine if you know the bearings are not in good condition. (2) Make sure oil holes and pipe lines are not plugged up. (3) Don't neglect a bearing that is in an out-of-the-way place. (4) Don't cut grooves right to the end of a bearing. The oil will run out. (5) Never use waste around bearings. Use rags.



*J. Craaybeck, engineer of the "Andrew and Rosalie".*



*Herbert Allen, port engineer for the Fauci boats.*



*M. C. Goodick, chief engineer on the schooner "Joffre".*



*William Forbes, port engineer for O'Hara Bros. fleet.*

## Maine Sardine Plants Are Having a Busy Season

By Alfred Elden

**T**HERE are 23 sardine concerns with 33 plants employing normally 6,500 people on the Maine coast. Three can plants employ 800 people. There are 750 fishermen and 250 boatmen in the business. The plants are located in 18 different cities and towns, and 25,000 people depend on the industry.

### Booth and E. A. Holmes

Eastport factories got their first sardine herring of the present season on May 22. Booth Fisheries, Ltd., which has been closed since 1930, and the E. A. Holmes Packing Co., had been ready to commence operations for a week but were unable to start due to the scarcity of small fish. With the markets now practically clear of stocks, and the packers holding orders placed in advance, the season promises to be a busy even though short one. Smoked herring prices have advanced and the plants are now busy, due, it is believed, to the return of beer.

### Two New Packers

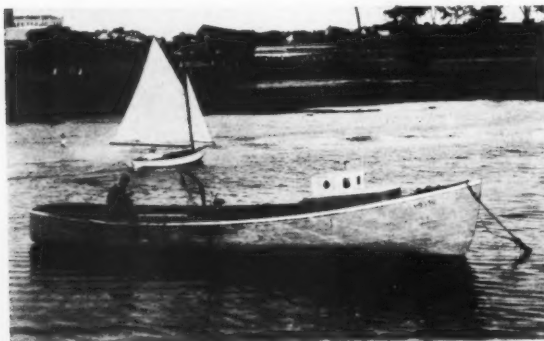
Two new packing concerns have started at Eastport, both by men thoroughly versed in the sardine business. C. A. Cheverie, former foreman at Seacoast Factory Two, has opened a small plant on property owned by him, and Seward Matthews and John Mooney, under the firm name of Matthews & Mooney are operating the former John Wentworth or Norwood plant. Both are packing extra quality goods and both are using the frying process for preparing the fish for canning. Neither plans to put up a large pack but will sell as the goods are produced and endeavor to establish a demand for the brands "New Deal" and "Friedines". Their experiment will be watched with interest by the trade.

### Other Plants in Operation

The mammoth sardine plant of L. D. Clark & Son at Eastport has been thoroughly conditioned. The M. C. Holmes Canning Co. and the Blanchard Mfg. and Canning Co., of Eastport, and the Sunset Packing Co., of Pembroke, also the Trident Packing Co., Lyman Merry of Boothbay Harbor, are in operation.

### Pike Has Plant in Portland

Sale of property by the Acme Company, of Portland, Robert Braun, President, to the Seaboard Packing Company, of Lubec, is disclosed through a real estate transfer at the Registry of Deeds office. This confirms the rumor recently printed in ATLANTIC FISHERMAN that Chester L. Pike, of the Seaboard, owner of two sardine factories at Lubec, would buy the property of the former Portland Products Co., Roger Nichols,



Boat owned by William T. Rose of Portsmouth, N. H. She is equipped with Shipmate range, Hyde propeller and Hathaway flax packed stern bearings.



The schooner "Elva" of Portland, Capt. Daniel G. McLain, taking out fish at a Boothbay Harbor fish wharf.

manager, a sardine factory at South Portland. This factory went out of business a year or two ago and has since been idle. This gives Pike the Portland plant he has long desired. The wharf and equipment have been thoroughly overhauled.

### Schooners Ready for Swordfishing

All ready for the swords! Vessels of the Portland schooner fleet have finished with trawling and spent most of May fitting out for the annual chase on Georges Bank. Among the vessels that are as spick and span as they can be made are the *Aberrance*, Capt. Everett Dexter; *Alice M. Doughty*, Capt. George Johnson; *Alice M. Doughty II*, Capt. Reuben Doughty; *Barbara*, Capt. Clarence Turner; *Benjamin Thompson*, Capt. Thomas Holbrook; *Bernie and Bessie*, Capt. Charles Dexter; *Eleanor*, Capt. Thomas Brigham; *Fannie Belle*, Capt. Edward Armstrong, of Boston, who succeeds Capt. Jay Murphy. Capt. Armstrong was in the Boston schooner *Ethel B. Penney*, last season; *New Dawn*, Capt. Levi Eastman; *Richard J. Nunan*, Capt. Fred Bickford; *Shannon*, Capt. William Thomas, and the *Sunapee*, Capt. Edward Smith, who recently returned from Southern mackerel dragging.

### Lands Largest Single Fare

Captain Jeff Thomas, in the big Gloucester schooner *Adventure*, came into Portland after a trip that kept him and his hardy crew on the Northern fishing banks for more than a month. The Willard-Daggett Company took his fare which included 25,000 pounds of halibut, 20,000 pounds of fresh groundfish and 18,000 pounds of salt cod, the biggest single fare for a schooner of the season at Portland. Captain Thomas fished off Cape North, Cape Breton and in the Gulf of St. Lawrence.

### Scallopers Landing Good Fares

Rodney E. Feyler's fleet of Georges Bank scallop draggers are bringing him in some fine fares. The *Madeline & Flora*, Capt. Charles Carver, recently unloaded 1,400 gallons, while the *Pauline Boland*, Capt. A. A. Bain, had 1,000 gallons, and the *Virginia R.*, Capt. Lew Wallace, 900 gallons.



Boat designed and built by Axel Gronros of the North End Boat Shop at Rockland, Maine; powered with a 50 H.P. Kermath engine, and equipped with Hyde propeller.

#### Bill for Inspection of Imported Lobsters

A new scheme to protect New England lobster fishermen from Canadian competition is embodied in a bill introduced at Washington by Representative Condon of Rhode Island. It provides for an inspection of all imports of live lobsters. Cost of inspection will be borne by the importers and is set at five cents a pound. Inspected lobsters will be stamped in the tail with the letter "F" meaning "foreign." It is hoped that the additional cost to importers, plus the appeal to the "Buy American" instinct, will help domestic lobstermen. The bill has been referred to the Ways and Means Committee, as it deals with revenue.

#### Lobster Fishermen Ask Embargo

The prevailing price for lobsters does not begin to compensate the fishermen for catching. Disaster is inevitable if the Canadian lobsters continue to pour in undeterred. The fishermen ask for an embargo on the Canadian lobsters.

Under the present conditions, the fishermen acknowledge the futility of the attempt to compete with Canadian fishermen who get protection and assistance from their Government, besides having an apparently inexhaustible supply from unexploited waters. Never before has the call been more urgent for action on the part of our Government; and it is generally believed that the Administration is soon to come to the relief of the Maine fishermen.

#### Alewife Run Attracts Much Interest

Near Damariscotta in the towns of Nobleboro and Newcastle is what is said to be the largest alewife fishery in the country. The alewives in their annual run up the Maine rivers attracted large crowds of sightseers through May. Their objective is Damariscotta Lake where they lay their spawn, returning to the ocean later in the season. The lake is high above the ocean and the outlet includes high falls, rushing channels between the rocks and all sorts of other hazards for a sporty alewife course. Man has helped out with artificial resting pools, sluices and other aids but how the fish manage to get up through the last and highest falls is a mystery.

The Nickersons of Boothbay Harbor have the concession this year, as they have for 50 years previously. They pay the towns so much a barrel after the fish are all packed. The alewives are packed in brand new barrels and shipped to the colored trade of Porto Rico, Haiti and the West Indies chiefly. They are heavily salted and are considered a luxury. The total pack runs ordinarily around 5,000 or 6,000 barrels for the season. Large quantities are also sold to the smokers.

At Warren there is another big alewife run. This season's catch was bought by Charles F. Matlage & Son, Inc., of New York. The catch was estimated at 1,500 barrels, and the price was 50 cents a barrel or 25 cents less than last year.

#### Oil Tanker Put Into Service

The Harris Company put into service their second oil tanker, supplying Cities Service gasoline, fuel and lubricating oil to fishing and yachting interests in Portland harbor. They plan to keep one tanker in the harbor, and use the other for transient service.

## Charlotte Weir Fishermen Find Ready Market for Catches

By C. A. Dixon

WITH the opening of several additional sardine plants in Lubec and Eastport during the month of May, Charlotte County weir fishermen have found a ready market for all their catches for the first time for many years during the Spring months. Herring have not been as plentiful as one would wish, but taken all around the fishermen have earned enough money in most cases to buy much needed equipment. New weirs are being built and old ones thoroughly reconditioned, and if a good run of herring is available during the Summer months, much equipment will be ordered for next year. It really looks as if the sardine business is going to stage a comeback.

#### Breaks Record for Single Trip

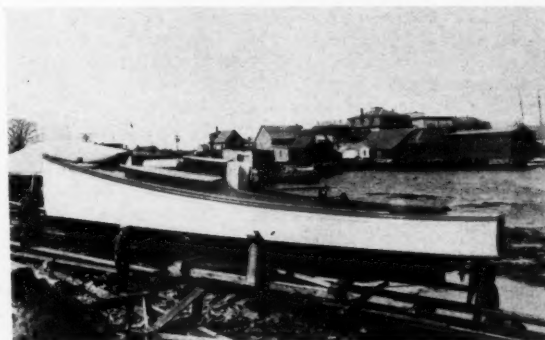
Capt. George I. Stuart, in his large motorsloop, *Hazel Leah*, broke all records for a single trip of sardine herring during the month. He purchased and freighted in one load 67 hogsheds of fish for the Seaboard Packing Co. of Lubec, Me. The herring were bought at Oak Bay, N. B., and it is said that they constituted the largest cargo ever taken from that district, or adjacent places. Co-incident with the "big trip" two more large sardine plants in Eastport, Me., opened for business, and weir fishermen rejoiced at the news. The firms of F. W. Farris & Sons and Geo. F. Eaton & Sons, both of Fairhaven, N. B., are open, and will pack fish the entire season.

#### Good Prospects for Herring Industry

Brighter prospects are looming ahead for those engaged in the smoked herring industry. Stocks at Grand Manan are about cleaned up, Fletcher Harvey one of the big dealers of Seal Cove, having recently shipped the last of his carryover, namely, 1,000 boxes. Inquiries for boneless herring are coming in frequently, but as there are no herring of the stringing variety obtainable at Grand Manan or elsewhere, operators of smoked fish stands are compelled to wait until large herring strike. Prices for boneless are soaring, due to the demand caused by the return of beer. There is no doubt that beer is a good thing for the fish business.

#### New Brunswick Landings

Fish landings for the province of New Brunswick during the month of April showed an increase of 1,331,300 pounds and \$6,351 in landed value. The total catch for the month was 3,969,400 pounds with a landed value of \$20,064, as compared with 2,638,100 pounds, valued at \$13,713 in April last year. A very considerable increase is noted in the catch and landed value of sardines. The catch totaled 852,000 pounds valued at \$3,764, as compared with 125,200 pounds valued at \$626 in April 1932.



A 40 ft. lobster boat designed and built by L. A. Coombs & Son of Vinal Haven, Maine. She is powered with a 32-40 H.P. Red Wing, and is equipped with Hyde propeller.



The "Boston", Capt. C. J. Coffin, one of the three trawlers owned by the Massachusetts Trawling Co., of Boston, equipped with Mackay radio telegraph apparatus.

## Massachusetts Scallop Industry Is Exterminating Starfish

**F**OR a total expenditure of \$18,000 by the state and interested towns, the Massachusetts \$2,000,000 scallop industry—which was threatened with extinction by the menace of millions of starfish—has been saved, assuring more than 1299 wage-earners a livelihood.

Supervisor Howes and Ernest W. Barnes, marine biologist, had charge of the war against the starfish. About 60 boats took part in the campaign. They have practically rid the sea bed off-shore from starfish, so that seed scallops are already showing up in areas once infested with starfish.

The scallop fishermen manned their boats and went after the stars, dredging them up by the millions. The result, fishermen predict, is that this year's scallop crop will be the best seen for several seasons past. Experienced fishermen in Wareham alone believe that in that town, where last year's crop brought in but \$2,000, the catch next Fall will be worth in the vicinity of \$75,000.

A bill to continue the warfare has been passed by the Legislature. It provides \$15,000 for this year's battle, and the towns along the coastline where scalloping is carried on already have appropriated \$4,100 toward their share of the work.

The starfish are bought at 15 to 35 cents per bushel, according to the distance from shore the scallop beds are located, and so thick were the stars when the suppression work was begun that 3,348 bushels were gathered in one day.

### Near Record at the Boston Pier

The fleet of arrivals at the Boston Fish Pier on June 5 was within two of the record total for all time for a single day. Sixty-four vessels, including 31 seiners, which is probably an all-time record for a day's arrivals, were on hand at the opening. The record was established on September 26, 1932, when 66 boats, including 30 seiners, brought their trips to Boston for disposal.

Total receipts for the morning were 675,000 lbs. of ground-fish, 542,000 pounds of fresh mackerel, 60,000 pounds of halibut and 270,000 pounds of mixed fish. Schooner *Catherine*, Capt. Archie McLeod, from Grand Banks, brought the halibut.

### "Automatic" Converted into Tanker

The Neptune Oil Corp. is having the vessel *Automatic*, a fisherman, converted into a 10,000 gallon capacity tanker for Standard fuel oil, to be used at the Boston Fish Pier.

### Capt. O'Neil Receives Appointment

Capt. Val O'Neil, Manager of the Fishing Masters' Associa-

tion, has been appointed a member of the Committee on Navigation and Maritime Legislation of the Maritime Association of the Boston Chamber of Commerce.

### Trucks Advertise Fish

E. H. Cooley, of the Massachusetts Fisheries Association, has sponsored the idea of having automobile trucks placarded with attractive three-color signs, to be placed on both sides of the trucks, calling the public's attention to the benefits of eating more fish. Already many trucks around here have taken advantage of the opportunity to decorate their trucks with these signs, and the signs are being sent to many other sections of the country.

### Radio Broadcasts

Radio broadcasts will be given every Tuesday over Station WBSO at 11:45 A.M., on subjects relating to the fishing industry.

### Vessels Drydocked

On May 20 the *Geraldine* and *Phyllis* was at Green's; the *William J. O'Brien*, *Brookline* and *Vandal* at the Atlantic Works. On May 27 the trawler *Cornell*, Capt. Pat Collins, owned by the General Seafoods Corp. was on drydock at the Atlantic Works. On June 3 the *Boston College* and the *Venture II* were at the Atlantic Works.

### Radiotelegraph on Massachusetts Trawling Company's Trawlers

Three trawlers of the Massachusetts Trawling Co., the *Tri-mount*, *Shawmut* and *Boston*, have been equipped with Radiotelegraph apparatus, including the latest type of marine radiotelegraph transmitter especially adapted for use on board such vessels. This apparatus is manufactured, installed and maintained by the Mackay Radio and Telegraph Co. This is a new type of radiotelegraph equipment which is compact in size and efficient in operation. The complete transmitter occupies a space 15 in. wide and 15 in. deep and 34 in. high, and can be mounted on an ordinary bench or table. It further adapts itself to installation on fishing trawlers because of its low current consumption while at the same time providing the vessel with efficient operation using the small antennas erected on such vessels.

The Mackay Radiotelegraph Transmitter, Type 104, operates in the intermediate wave band of 375 to 500 kilocycles (600-800 meters), five predetermined wavelengths being quickly available by manipulation of a hand switch and antenna resonating device. In accordance with the latest practice, both interrupted continuous wave (ICW) and continuous wave (CW) operation are provided for. It is operated from the ship's 115-volt or 230-volt supply, or from an emergency supply as may be desired.

### New Chrysler Installed

Walter H. Moreton Corp. has sold to J. A. Healy of Westport Point, a new 6 cylinder, 80 h.p. Chrysler marine engine which has been installed in Mr. Healy's lobster boat *Mary Louise* by William Gifford of South Dartmouth, at the Woods Boat Yard in New Bedford. The *Mary Louise* is a Jonesport model, 44 ft. long, 12 ft. beam, and is equipped with a 17-10 Hyde propeller and Willard batteries.

### Booth Fisheries Reorganized

Chairman Millar Brainard of the reorganization committee announces the formation of the Booth Fisheries Corporation to take over the reorganized business of the former Booth Fisheries Co. Assets not useful in continuing the business have been sold or otherwise disposed of, overhead and fixed charges materially reduced; unprofitable branches closed; the salmon properties leased; and salaries and wages adjusted, and a bonus system installed.

## Boston Fish Pier Vessel Landings for May

Alpar	67,100	J. M. Marshall	145,700
Alvan T. Fuller	155,700	Joffre	24,000
American	70,000	Katherine F. Saunders	101,700
Amberst	235,000	Killarney	173,500
Andover	307,000	Lark	449,000
Andrew and Rosalie	64,500	Laura Goulart	26,000
Boston	531,500	Leonora C.	84,300
Breeze	253,500	Magellan	115,500
Brookline	337,000	Maine	362,000
Cambridge	251,700	Mao 2nd	24,400
Cape Ann	144,200	Mao 4	63,500
Charlotte	43,800	Marie and Winifred	151,200
Corinthian	88,000	Maris Stella	290,600
Cormorant	112,000	Marjorie Parker	100,500
Cornell	273,200	Mary De Costa	67,600
Dartmouth	329,500	Mary E. O'Hara	293,000
Dawn	264,600	Mary P. Goulart	242,200
Donald	241,000	Milton	58,600
Dorchester	246,500	Minnie M.	28,000
Ebb	386,000	Newton	314,000
Edith C. Rose	101,500	Notre Dame	294,600
Elizabeth A.	20,500	Ocean	254,000
Elk	137,700	Patrick J. O'Hara	160,000
Ellen T. Marshall	126,500	Philip P. Manta	54,200
Elvira Gaspar	154,000	Pollyanna	32,000
Evalina M. Goulart	61,200	Quincy	264,000
Evelyn G. Sears	95,800	Rainbow	149,000
Exeter	272,900	Raymonde	101,000
Fabia	431,200	R. Eugene Ashley	49,000
Flow	132,000	Rhodora	120,200
Fordham	361,000	Ripple	312,500
Frances C. Denehy	70,000	Rita B.	153,500
Francis J. Manta	92,000	Ruth and Margaret	81,000
Geraldine & Phyllis	100,500	Sadie M. Nunan	92,600
Gertrude de Costa	242,500	Saturn	349,500
Gertrude M. Fauci	140,500	Shamrock	322,000
Gertrude Parker	79,800	Shawmut	182,500
Gossoon	376,200	Spray	183,000
Gov. Al Smith	156,800	Teazer	110,500
Grand Marshall	20,000	Trimount	264,200
Harvard	314,800	Vagabond	186,400
Hekla	100,000	Vandal	67,100
Helen M.	141,000	Venture II	244,100
Henrietta	120,200	Waltham II	167,500
Hesperus	69,000	Wanderer	548,000
Holy Cross	232,000	Whitecap	321,000
Illinois	451,700	Wm. L. Putnam	197,500
Imperator	212,000	Winthrop	194,500
Ingomar	65,300	Yankee	117,800

## Gloucester

## Swordfishermen

## Ready With the Lily Irons

By E. A. Goodick

THE annual swordfishing fleet from this port has gained in numbers this year, and many of the mackerel netters and Portuguese boats will join the fleet.

The first swordfisherman to leave was Capt. Claude Wagner in the *Liberty*, who left his home port, Edgartown, on May 19; and the *Alpar* from Boston, with Capt. Charles Peterson at the wheel was another one that left early, leaving on the 23rd.

The first swordfisherman to leave from Gloucester was Capt. Harry Clattenberg in the *Col. Lindbergh*, leaving on May 27.

On June 1 the following swordfishermen left for Georges: *Mary D'Eon*, Capt. Fay D'Eon; *Annie and Mary*, Capt. Colin Powers; *America*, Capt. Gilbert Lafford; *Louis A. Thebaud*, Capt. Percy Pieroway; *Josephine and Margaret*, Capt. Bert Perry; while the *Huntington Sanford*, Capt. Edward Lasley, sailed on May 31.

On May 31, 44 vessels were known to be sailing from Gloucester; nine from Portland; four from Edgartown, and some also from Newport. It was expected that the fleet would number 70 before the season was well under way.

Following is a list of the Gloucester boats intending to go swordfishing this season.

*Alvan T. Fuller*, Capt. Joseph Leavitt.  
*Aeolus*, Capt. George Goodwin.  
*America*, Capt. Gilbert Lafford.  
*A. Piatt Andrew*, Capt. John Silveira.  
*Andrew & Rosalie*, Capt. Frank Rose.  
*Annie and Mary*, Capt. Colin Powers.  
*Albert D. Willard*, Capt. Lee Cavanaugh.  
*Cape Ann*, Capt. Mike Clark.  
*Col. Lindbergh*, Capt. Harry Clattenberg.  
*Desire*, Capt. Wallace Parsons.  
*Doris F. Amero*, Capt. Nels Amero.  
*Emma Marie*, Capt. John Sparrow.  
*Evelyn G. Sears*, Capt. Anthony Sears.  
*Elvira Gaspar*, Capt. Joaquim Gaspar.  
*Edith L. Boudreau*, Capt. Alphonse Boudreau.  
*Elizabeth and James*, Capt. James Parsons.  
*Evalina M. Goulart*, Capt. Manuel Goulart.  
*Funchal*, Capt. Patrick Murphy.  
*Huntington Sanford*, Capt. Edward Lasley.  
*Hope Leslie*, Capt. John Sinagra.  
*Irene & Mabel*, Capt. William Tobey.  
*John A. Cooney*, Capt. Christopher Higgins.  
*Jorgina Silveira*, Capt. Manuel Silveira.  
*Josephine and Margaret*, Capt. Bert Perry.  
*Klondike*, Capt. Lawrence Daley.  
*Louis A. Thebaud*, Capt. Percy Pieroway.  
*Leonora C.*, Capt. John Carrancho.  
*Little Ruth*, Capt. Manuel Smith.  
*Little Joe*, Capt. Joseph Frontiero.  
*Mary D'Eon*, Capt. Fay D'Eon.  
*Marie and Winifred*, Capt. Jerome Noble.  
*Mildred Silva*, Capt. Manuel Silva.  
*Mary M.*, Capt. Tom Marr.  
*Magellan*, Capt. Joseph Rose.  
*Minerva*, Capt. John Placanica.  
*Newcastle*, Capt. Andrew Decker.  
*Olivia Brown*, Capt. Frank Brown.  
*Paolina*, Capt. Mike Frontiero.  
*Portugal*, Capt. Albina Pereira.  
*Raymonde*, Capt. James Abbott.  
*Restless*, Capt. James Nickerson.  
*Shirley M. Clattenberg*, Capt. Harold Parsons.  
*Thomaston*, Capt. David Peno.  
*Theresa and Dan*, Capt. John Hall.



Gloucester schooner "Theresa and Dan", 83 ft. x 13 ft. x 10 ft., powered with a 100 H.P. 4 cylinder, 4 cycle Wolverine Diesel engine.



New boat owned by Capt. Gus Hepper of Gloucester; built by N. W. Montgomery. She is 34 ft. x 9 1/2 ft. x 28 in.; rigged with Wall Rope by Sherman B. Ruth, and equipped with Marine Household range.

#### On the Ways During May

During the month of May the following fishing boats were on Parkhurst's Marine Railways for painting: *Grace M. Cribby*, *Satellite*, *Santina D.*, *Little Joe*, *Elk*, *A. Piatt Andrew*, *St. Teresa*, *Shirley M. Clattenberg*, *Hope Leslie*, and the *Albert D. Willard*. The *Andrew* and *Rosalie* was on for overhauling.

On the Rocky Neck Marine Railways during the month were the *Salvatore* and *Rosalie*, *Paolina* and *Pearl* for painting, and *Josephine* and *Mary* and *Gertrude Parker* for overhauling.

At Burnham's Railways were the *Olivia Brown*, and the *Alice* and *Mildred* for painting and the *Elmer Gray*, *Elvira Gaspar* and *Evalina Goulart*, for overhauling.

#### Fishermen's Supplies

Sherman B. Ruth, supply dealer, now carries on hand a full line of Wall Rope in all sizes from 6 thread to 4 inch. His ability to make prompt deliveries of rope and fishermen's supplies is being taken advantage of by fishermen in the Cape Ann district.

#### Dane Radio Compass on the "American"

James H. Goodwin, agent for the Dane Radio Compass and Direction Finder, recently installed one of these instruments on Capt. Simon Theriault's halibut *American*. Mr. Goodwin went as far as Cape Cod Canal with Capt. Theriault and reports that the Direction Finder gave a splendid account of itself in the thick fog which was encountered on the way down.

#### Launched at Wardell's

A 40 ft. fishing boat recently launched at Wardell's yard in Rockport, Mass., for Capt. Frank Brenha of Gloucester, has had a 45 h.p. Fairbanks-Morse, with pilot house control, installed. Also a Fairbanks-Morse gasoline 750 watt light plant; a set of 32-volt Exide Ironclad Marine batteries; Hathaway shaft, stern bearing and stuffing box; Fairbanks-Morse compressor, and Hyde propeller.

#### Lobstermen's Assoc. Elects Officers

Edward Ashley was elected President of the Lobster Fishermen's Protective Association on May 14. Other officers elected were: Vice-President, Milton Wonson; Treasurer, Manuel Burnham; Secretary, Manuel Phillips; guard, Antone Mitchell; directors to state association, Secretary Phillips and Joseph E. Stevens. Eight more lobstermen joined the association, making the total membership nearly 50.

#### Gorton-Pew Dory Fishermen Safeguarded with Torches

Every dory on the *Corinthian*, *Mary F. Curtis*, *William L. Putnam* and *Pollyanna* is supplied with torches designed by John McCloud, vessels manager. Water-tight copper containers hold four torches which will give a bright red light for ten minutes that will pierce any fog and can be seen for miles away. The torches are so constructed that to light them, matches are unnecessary, and by tearing off the top covering, and removing the top portion, then rubbing the two pieces together, the emery lends the friction which sets the flare going. The flare may be stuck into the boat by the metal point on the opposite end.

## Maryland State Commission Aiding Seafood Distribution

By Edward Bowdoin

THE crab season opened in Maryland on May 1st. Faced with a rising market for crab meat, and with the Chesapeake Bay and tidewater rivers swarming with crabs, Crisfield, the tidewater sections of Maryland, and Virginia are engaged in what they believe will be a banner crab season.

Scores of boats put out from Crisfield, St. Michaels, Oxford, and other waterfront towns as the season opened and returned with good catches.

Reports from city markets indicate that all of the crabs caught can be readily sold, and that this favored seafood will not prove to be a drug on the market, regardless of the size of the supply.

With beer increasing consumers' demand for crabs, with the Middle Western market being extended and with the crab season being prolonged to include November, Mr. Earle, State Conservation Commissioner, said that crabbers are anticipating a prosperous year.

The Commissioner said that his department is "working in very close cooperation with the crab packers of the State and is doing everything in its power to aid them in securing a wide distribution of the seafood.

"A special plan has been worked out by the State Seafood Auditor and is being forwarded to the crab packers of Maryland, dealing with the problems of distribution. The aim of the plan is that crabs that have been going to congested markets will be diverted to less congested markets, and the people of the Middle West, who have not been receiving our crabs, but using those from the West Coast, will have the advantage of fresh crab meat daily."

#### Fish Plentiful, Prices Good

Bluefish are plentiful in the Chesapeake Bay this year. The run of sea trout (weakfish), has been good and they are the largest that have been seen for years, some weighing ten pounds, selling the first of the season for ten cents a pound, an exceptionally good price for this fish. Croakers are plentiful and have sold good, at a fair price.

#### Moving Picture Screens to Show Shad and Herring

Motion pictures showing the netting of shad and herring by Maryland fishermen are expected to be shown on the moving picture screens throughout the country, according to Swepson Earle, State Conservation Commissioner.

#### Maryland Shipyards Rushed with Work

A part of the old time maritime glory of the Eastern Shore of Maryland has been regained this year.

All of the shipyards in Oxford are being rushed with work, and a number of new boats will be ready for launching within a short time.

The three shipyards at Crisfield, owned by Charles A. Dana, N. E. Smith, and Daugherty & Quinn are busy.

#### More Interest Being Shown in Engines

D. DesLauriers, factory representative of the Superior Engine Co., reports that more interest has been shown in engines during the last eight weeks than for a year before. There is much need for new equipment, and as soon as the fishermen get better prices for their catches, there will be a large replacement business. The interest being shown is very encouraging, and there is promise that business in the near future will warrant investment in new engine installations. Visitors from Portland and Boston recently visited the Superior exhibit at the Gorton-Pew machine shop. A complete stock of parts is now carried in Gloucester for Superior Diesel engines.

## Virginia

### Giving Attention to Selling as well as Grading

By Sandusky Curtis

**P**LANS to standardize Virginia seafoods were developed some time ago, and these plans provide for the establishment of standard grades according to class, species, quality and condition.

Plans also were laid for pursuing an advertising campaign for the State's seafood industry.

Recently the Virginia Commission of Fisheries met at Richmond to confer with Governor Pollard on a proposed marketing policy for the promotion of the sale of Virginia seafoods.

Richard Armstrong, of Hampton, chairman of the commission, with the advice of state and federal marketing bureau representatives, and Virginia seafood packers, is preparing a broad program which the governor is reviewing. The gov-

#### Eastern Shore

Prediction of a good fishing season for the Eastern Shore of Virginia has been borne out by the large catches reported from Chincoteague and other points.

#### North Carolina Herring

What is termed as a fairly successful season in herring is reported from North Carolina. The Bisping Fisheries at Sutton's Beach and Wood Island plant report the biggest catches in years, many 80,000 hauls being made at Sutton's Beach where a 2,000 yard seine is operated by the company.

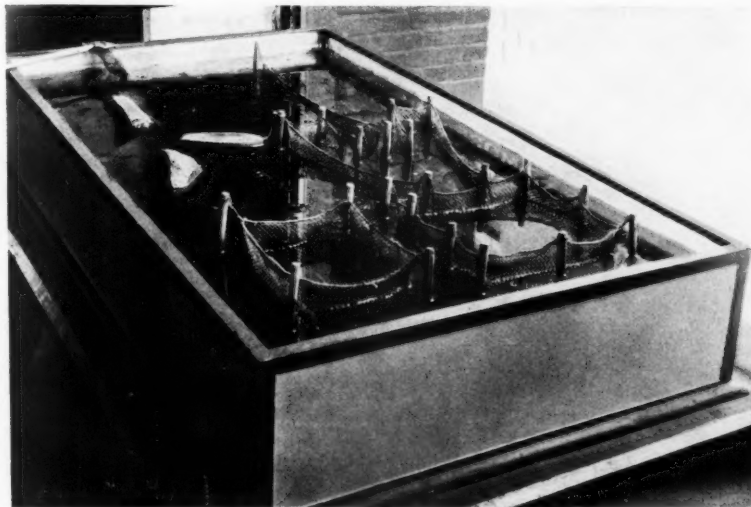
From Colerain come reports of fine catches by the Perry-Belch people. Cannon's Ferry reports good catches but the herring seem to have rather neglected Edenton Bay where the catches have been small and seldom made.

#### Midgett Joins The Linen Thread Co.

Clarence L. Midgett, of Manns Harbor, North Carolina, has joined the sales force of The Linen Thread Co., Inc. For many years Mr. Midgett was a user and a supplier of Gold Medal cotton netting and A. N. & T. Coy linen gill netting.

Mr. Midgett's many years of experience as a fisherman, and also as a supplier of fish netting, gives him a knowledge that will be extremely valuable to both himself and his fishermen friends as a netting salesman.

*Picture of tank containing a model pound net which is on exhibition in the window of the Baltimore office of The Linen Thread Co., Inc. The action in this exhibit is furnished by goldfish being caught in the net.*



ernor wants to find out what plans can be perfected without additional legislation and what new laws may be needed to advance the industry.

"One of the best ways the state can help is to improve and simplify marketing practice," Mr. Armstrong said.

#### Meeting at Gwynn's Island

Fishermen of Gwynn's Island gathered at the plant of the Gwynn's Island Operating Company and discussed with Frank Donovan and his attorney, W. M. Minter, the possibilities of a fishermen's cooperative association.

Mr. Donovan stated that he hoped the fishermen of the community would discuss the idea of a marketing association among themselves and with any of their friends who might be more or less familiar with the present marketing situation and that they would come to future meetings prepared to express their views whether for or against a cooperative organization. He is of the firm opinion, however, that the fishermen can, through a cooperative association market their fish to better advantage and greater profit than by selling them to fish buyers. His suggestion is that fishermen who are willing to give the cooperative marketing idea a trial, perfect an organization and system that will safeguard the interests of all concerned and be under the control and direction of the fishermen themselves. Pointing to the effectiveness of cooperative marketing associations among farmers, tobacco and fruit growers, poultrymen and others he said there was no reason why fishermen could not have more control over the marketing of their fish.

### Bureau of Fisheries Attempts to Increase Consumer Interest to Assist Industry

**T**HE Commerce Department's Bureau of Fisheries, under the direction of Commissioner Frank T. Bell, is placing additional emphasis on the importance of creating a greater amount of consumer interest in fishery products.

This phase of the industry dove-tails with such activities as propagation, conservation, marketing, and technological investigations designed to expand the uses for fishery products and by-products of the industry.

Owing to the necessity for economy in administering the activities of the Bureau, certain proposed surveys and studies must be held in abeyance, Commissioner Bell stated, but he emphasized the fact that in every possible way the Bureau, in its contact with the general public, will make an effort to create a receptive feeling for fishery products.

The recent effort on the part of the Bureau to help the state of Virginia establish grades on fish is an example of increasing consumer interest in fishery products. This grading system, the first to be developed for any state, makes it possible for a consumer to order sight unseen with assurance of receipt of fish of a standard quality and size.

It was pointed out in the Bureau that the German government, through a highly developed educational campaign, doubled the per capita consumption of fish in Germany within a year.



Traffic launch "Picciola", owned by Mercial Pitre, Cut Off, La. Powered with a 30 H.P. Regal engine and a Monel Metal shaft 1 1/4 in. dia. x 7 ft. long, installed by Barker Barge Line, Lockport, La.

## Mississippi And Louisiana Planting Oyster Shells

**A**T a regular meeting of the Mississippi Seafood Commission held with President R. N. Blaize presiding, the Mississippi Oyster Reefs were ordered closed on May 1, which automatically takes place at that time each year. Chief Inspector Louis Staehling was ordered to begin planting of shells upon all new and tonging reefs, which will require approximately 50,000 barrels of shells to be furnished by the packers as their part of the return from oysters taken from the state reefs. This work began May 18, when the Mississippi Seafood Commission, under the supervision of Mr. Staehling, started planting 20,000 barrels of oyster shells one mile wide by a length of two miles at a point south from the L. & N. railroad drawbridge in the Waveland direction, forming one of the new oyster beds.

### Louisiana Starts Planting Shells

Louisiana has started planting oyster shells on its reefs. Ten per cent of the shells taken from the reefs are re-bedded, and the number of barrels to be put on the reefs will be about 31,500. E. McConnell, chief of the seafood division of the Louisiana conservation commission, was on the grounds at Grand Pass to supervise the laying of the shells. In spite of the stressful times the number of shells to be planted this year almost equals the number last year, indicating a pack almost equal to last year's yield.

### Louisiana Optimistic Over Shrimp Season

Aubin Buquet, of Grand Caillou, and one of the Parish's well known dealers in dried shrimp, expressed optimism over the dried shrimp situation. He stated that while bad weather, particularly high winds on the coast have made shrimp catching difficult, he believed that the catch would be good during the present season. Mr. Buquet expects the price of shrimp to rise along with other commodities and it is his opinion that there will be a demand for the product.

High winds that have prevailed on the coast almost daily since the opening of the shrimp season in the latter part of April, relaxed the middle of May. Trawlers lost no time in casting their nets and are now catching shrimp, according to James Chauvin, of the Louisiana Packing Co.

The high winds made the waters too rough for the operations of the shrimp boats with the result that the factories in the parish have had practically no opportunity to operate. Stocks of both canned and dried shrimp are completely out, according to Emile Lapeyre, president of the Grand Caillou Packing Company.

Prices of green shrimp to the fishermen have been raised and shrimp catching will be more profitable to them for the balance of the season than it was at the beginning of the season.

## Florida Menhaden Plants Operate Full Time, Expect Higher Prices

By H. L. Peace

**T**HE Florida menhaden industry is in full swing, and so far this season catches have excelled those of last season.

Two boats of the Quinn Menhaden Plant brought in a catch of 600,000 fish for a single day's fishing. Capt. Bonnie Willis aboard the fishing vessel, *Kingfisher* has the record catch of the past two seasons with his single day's catch of 525,000 fish. The catch was made off Cumberland Island off the Southeast coast of Georgia. Other catches are: the *Boys*, 321,000 fish; the *Wallace M. Quinn*, 324,000, and the *J. Earl Morris*, 407,000.

### Prices Expected to Rise

John Abernethy of the Fish Meal Plant in a statement to the ATLANTIC FISHERMAN said that orders for fish scrap are coming in rapidly. He indicated that prices for fish meal are expected to rise.

W. O. Holland, secretary of the Quinn Plant said that his plant has many orders on file yet to be filled, and a day and night shift of men is being maintained in preparing the catches for market. He said oil is running from two to two and a half gallons per 1000 fish. This is said to be exceptionally good for this early in the season.

J. R. McLellan of the Nassau Fertilizer and Oil Company, which is now operating on a full time basis, is very optimistic as to the outlook for the future. The opinion was expressed by Mr. McLellan that catches would hold up and that better prices could be expected later in the season.

### Three Plants Operating

Three plants are now in operation at Fernandina giving employment to 220 men. The Quinn Menhaden Plant is fishing three boats, the *Wallace M. Quinn*, 97 ft. long, 23 ft. beam and powered with a 180 h.p. Winton Diesel; the *J. Earl Morris*, 112 ft. long, 18 ft. beam, powered with a 200 h.p. Atlas Diesel and the *Boys*, 100 ft. long, 18 ft. beam and powered with a 100 h.p. Fairbanks-Morse C.O. The Nassau Fertilizer and Oil Company operate one boat, the *Seminole*, 125 ft. long, 22 ft. beam, and powered with a 225 h.p. Winton Diesel.

The Fish Meal Plant operates four boats: the *Kingfisher*, 70 ft.; the *W. A. Mace*, 70 ft.; the *Deutschland*, 65 ft. and the *Leland Mills*, 68 ft. All are powered with a 100 h.p. Fairbanks-Morse engine.

All three Fernandina plants are equipped with Renneburg fish meal machinery.

### Shrimp Catches Show Gain

At Apalachicola more than 100 large shrimp boats are busily engaged in catching shrimp for two large packing plants and the half dozen dealers who ship raw stock to the Northern markets. The packers are putting the shrimp up in attractive glass jars and this stock demands a fancy price.

Of interest to the old fishermen, is the number of Florida lobster or crawfish being taken in the nets. In the past it has been a rare thing to catch more than one or two in a season but a number of boats have caught two or three each trip. It is thought this must indicate that this seafood is increasing and coming up into this section of the Gulf from around Key West.

At Fernandina shrimp catches have shown a gain. The *Vinces* brought in 1,200 pounds and the shrimp trawler, *Eagle*, 1,300 pounds, the largest catches of the Summer season in this vicinity.

### New Boats Launched

The boatyards of the Nassau Shipbuilding and Engine Company of Fernandina have just launched two 65 ft. cruiser type fishing boats. The boats have a 15 ft. beam. Construction of a 38 ft. craft and a 45 ft. shrimp boat are now under way in this yard.



The 42 ft. shrimp boat "Vinces", owned by Capt. T. B. Clark of Fernandina, Fla.

#### Bureau of Fisheries to Start New Survey to Help Shrimp Industry

Plans have been completed by the Commerce Department's Bureau of Fisheries to conduct an economic survey of the shrimp fishery of the Southern states to dovetail with the biological survey which has been in progress for several months.

Frank T. Bell, Commissioner of Fisheries, in announcing the survey, pointed out that the shrimp fishery in 1929 ranked fifth in order of value to fishermen and ninth in volume among all fisheries of the United States. In that year, the shrimp fishery produced 113,000,000 pounds valued at \$4,575,000 to the fishermen. Since then the value and volume have decreased slightly.

Commissioner Bell said it is expected that the combined economic and biological survey will furnish information upon which may be based conservation programs in the future and efficient marketing in the immediate future. The Bureau looks upon this program as one which will serve as insurance for this industry which is of prime importance to Louisiana, Florida, Texas, Mississippi, Georgia, and North and South Carolina.

The importance in which these states hold the shrimp fishery may be judged by the fact that Louisiana, Florida, Georgia and Texas are actively cooperating with the Bureau in its biological survey of the industry.

#### Oyster Industry Sees New Consolidation

What is described as perhaps the largest and most important commercial consolidation affecting the seafood industry in Florida has been consummated in closing of negotiations for the outright purchase of all the large oyster and seafood factories and canning plants located in the Apalachicola vicinity, some 23 in number.

As reported, this deal includes the purchase of Saint George Island which contains 10,000 acres bordering on the oyster belt for 25 miles, and other lands having valuable riparian rights on the oyster bottoms.

To celebrate its success in effecting the consolidation of the oyster and seafood factories purchased by it, the Cultivated Oyster Farms Corporation will immediately open several new offices in the key cities of the state.

#### Oyster Bottoms of East Bay Among the Best in State

Dr. Prytherch, director of United States Fisheries Station, Beaufort, N. C., accompanied by H. D. Marks of the Florida State Shell Fish Commission, and Dr. T. S. Kennedy of Panama City, made a thorough survey of the East Bay oyster beds and in a public meeting he discussed the life and habits of the oyster and its place in the fishing industry of America. At this meeting he stated that he was thoroughly surprised at the extent and suitability of the oyster bottoms of the East Bay section as well as the fine size, uniform shape and excellent quality of the oysters found on the beds in those bottoms.

## South Jersey Fishermen Optimistic Anticipate Prosperous Season

By Capt. F. Widerstrom

THE spirit of optimism has carried the Southern New Jersey fisheries through another Winter and Spring season. Fishermen have already painted and overhauled their boats and are hard at work catching the Summer varieties of fish. The Union Fish Company of which Sven Marthin is the shore manager, has transferred the center of their activities from Cold Springs Harbor to Otten's Harbor where they have leased a large building with extensive dock space. While the season has been just ordinary to date, they have hopes for a better season than last year, with the aid of the Summer retail trade that they will enjoy in their new location in the center of the busy and popular Summer resort.

#### Pack and Sell Fish Cooperatively

Taylor Brothers are fishing from the Harbor, as is the Ocean Fish Company. Hilton's have moved to Schellenger's Landing in Cape May and have not as yet made definite plans for the coming season. A group of the leading fishing skippers at Otten's Harbor have leased from the City of Wildwood a stretch of wharf on which they pack and sell their fish co-operatively. Everett Axelson of Anglesea is taking care of the office and of the selling of fish.

#### Anticipate Good Season

Elmer Hewitt, the genial fire chief of North Wildwood, is still connected with the Otten's Harbor popular firm the Wildwood Fisheries. He is very certain that conditions are on the upgrade and believes that the bottom has been reached in the fishing industry. William Stewart, the Texaco distributor at Otten's Harbor, is still on the job—he, too, is optimistic for the future of the industry.

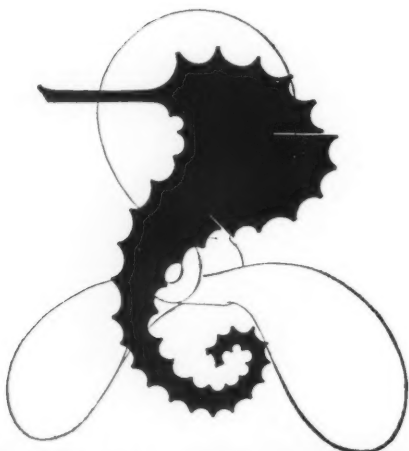
At Anglesea, Russell Batten still manages the Penn Ice Manufacturing and Coal Company. He, also, looks for a fairly prosperous season. He has had several alterations made at his plant this Spring in anticipation of a good freezing year for fish.

#### With the Captains

Captain Andrew Hanson and his son William, are fishing their boat the *Waboo* and returned the middle of May from a trip as far South as Chincoteague, Virginia, where they landed several dandy trips of bluefish. More recently they landed a thousand in three days at Cold Spring Fisheries in Wildwood. Prices on blues seem fairly well stabilized at eight to ten cents a pound. The most noted bluefisherman along the Atlantic Coast, Captain Chris Benson, has returned from Southern waters with his schooner the *Anna Marie* after spending a profitable Spring season squidding and baiting with his power dories.



Sea skiff built by Zobel of Sea Bright, N. J.; dimensions, 26 ft. x 8 ft. 4 in. x 2 ft. 6 in.; motor, 95 H.P. Buda; speed, 23 miles per hour.



## 100% MARINE

**H**YDE Wheels were born on the sea-board. They were the answer to need for a propeller that would hold its pitch under the severest operating conditions yet not shatter with impact nor

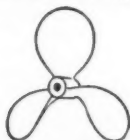


*Here's a polishing that is a polishing. It cuts down water friction and adds to the display value of a boat.*

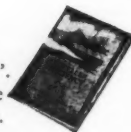
cause bending of the shaft or struts. A damaged Hyde Propeller can be hammered cold to bring the boat back to port under her own power. But Hyde has gone further than utility. The wheels are finished to a degree of excellence that compares favorably with and adds to the saleability of the beautifully appointed boats of which they form such an important part.

**HYDE WINDLASS COMPANY**  
**Bath, Maine**

*Dealers everywhere carry ample stocks*



Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.



**HYDE**  
**PROPELLERS**



*The "L4893", Capt. Victor Widerstrom, which has been fishing from Angelsea, N. J., the past year most successfully. She is powered with a 3 cyl. 22 H.P. Palmer.*

Captain Charles Carlberg is fitting out the *Leonora* for Summer bluefish grinding. Capt. Emil Mansika is back on the *Jacob Ockers*. The *Edwin*, Captain John Carlson, is still working, as is the *Alma Bell*, Captain John Munson. Captain Fred Carlson is working his *Dorothy* rather hard this Spring, and is successful in finding a few flukes. Captain O. Lundholm, his son Eddie, and Martin Johnson are manning the *Etta K.* with a bit more than ordinary success. Captain Fred Bjorklund has had several large catches of scup this Spring on the *Orsino*.

### Bluefish Squidding

Gus Laine is fishing his new speed boat but occasionally goes to sea in his skiff. The Wizst brothers, Francis and John, are fishing their skiffs this Spring and doing a bit above the average on bluefish squidding offshore Five Fathoms Bank.

### Party Fishing Boats Made Ready

Bob Moore of the Inlet Pier has had his wharves refloored and enlarged getting in readiness for the party fishing season. Among the boats that will sail from his pier this Summer are the *Kate*, Captain Jesse Little; the *Louille II*, Captain Harris; the new *Cherokee*, Captain Bert Mears; the *Erna*, Captain Fred Miller and several others. Captain Bowker will probably run the *Florence W.* for the coming season, Capt. John Gullberg will skipper the remodeled and rebuilt *Mayfield*. Frank Olsen will act as engineer on Captain Gullberg's boat.

### Two New Boats Launched

John Olsen, of Olsen's Shipyards, has launched two new boats this Spring and has just laid the keel of the third. All these boats are of the 30-35 foot speed boat type built for speed and seaworthiness.

## Newport, R. I.

### Mack's New Market

Captain John F. Mack, producer and distributor, recently opened one of the most modern and complete fish markets on his Lee's Wharf property.

### W. H. Tibbetts Co.

W. H. Tibbetts Co., fishermen's supply dealers, are distributors for New Bedford cordage, Kirby paints, Sawyer oil suits, Eveready dry and hot shot batteries, and Wilcox-Crittenden marine hardware. This company has been supplying fishermen since 1878. James L. Weaver is the manager.

### Seaconnet River Fish Co.

Seaconnet River Fish Co. are operating several of their boats and are employing a full crew of fishermen. Their railways at Tiverton have been busy reconditioning the fleet of fishing vessels and boats under the direction of A. F. Cottrell. Capt. Lewis will, as usual, have charge of the fishing operations of the fleet.

### Newcomb's

Newcomb's Wharf is busy with the Newcomb Company's wholesale and retail fish and lobster business, and fishermen's supply trade.

**GOOD ROPE — PRICED RIGHT —****AMERICAN MADE FOR THE FISHING TRADE — THAT'S**

NEW BEDFORD CORDAGE CO.  
ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK  
MILLS, NEW BEDFORD, MASS.

BOSTON OFFICE, 10 HIGH ST.

CHICAGO OFFICE, 230 W. HURON ST.

**Connecticut**

By E. B. Thomas

NOT only are local fishermen protesting the removal of Bartlett's Reef lightship, but masters of coastwise liners, tugs, freighters, schooners, yachts, and all nature of craft are opposed to the removal of this valuable guide to mariners, and its replacement by a gas buoy.

**Fitted for Swordfishing**

The schooner *Marise*, Capt. Harold McLaughlin, has been fitted out for swordfishing at the Kenyon yard in Stonington.

**"Weona" Fitted Out**

The dragger *Weona* has been fitted out for the Summer season after being laid up all Winter at the dock of her owner, William Tatrow.

The dragger *Frances*, Capt. "Bill" Musante was recently overhauled at Weild's yard in Noank.

**Fishing Party Boats Ready**

The following fishing party boats have been fitted out for the Summer season, *Gray Gull*, Capt. E. B. Thomas; *Jaunita*, Capt. C. V. Hawley; *Mary F.*, Capt. Earl Foster; *Sarazen II*, Captain Louis Olsen; *Mandalay*, Captain J. H. Lawrence.

**Shad Fishing**

Reports from Essex state that there are only three shad fishing crews working on the river in that locality this year. Catches have been averaging about 25 fish per night and they are bringing from 25 to 50 cents for buck shad and 50 to 75 cents for roe.

**Trying Out New Fishing Grounds**

Capt. Ben Cheesbro will not fish out of Stonington in his boat this year. At present he is fishing with Capt. Ed Clark in the *Jennie* and intends to continue to do so throughout the Summer. Capt. Ben and Capt. Ed are Stonington's best known handliners and have been at it for more years than they can remember. They are trying out some new grounds.

**New Bedford**

By J. J. Killigrew

THE Edgartown schooner *Liberty*, Capt. Claude Wagner, was in New Bedford at the Hathaway Oil Co. wharf where she took on supplies for the swordfishing trip.

The *Anna* of Block Island, Capt. Fortes, was also here fitting for the swordfishing season.

Other schooners fitted out here for the swords were the *Hazel Jackson*, Capt. Robert Jackson; *B. T. Hillman*, Capt. Horace Hillman; *Beret J.*, *Alva*, Capt. Joseph Rocha, *Malvina B.*, Capt. Isaac Norton, and the *John & Billy*.

**Capt. Hayes Lands Record Catch**

Schooner *R. Eugene Ashley*, Capt. Bill Hayes, landed a record catch of 80,000 lbs. of fish caught in 48 hours, after failing to wet her nets in the two previous days on account of the weather.

**"Sea Rover" Destroyed by Fire**

The trawler *Sea Rover*, Capt. Domingoes Godinho, owned by the Hathaway Machinery Co., of New Bedford, was destroyed by fire off Ocean City, Md., on June 5th. The crew was eating dinner when an explosion was heard. Rushing to the engine room, they found it in flames and the fire spread so rapidly that they were forced to take to a lifeboat. The Coast Guard stood by, but was unable to assist in any way. The *Mary J. Landry*, of Gloucester, pulled alongside and took the crew aboard.

**Gloucester Vessels in Port**

On June 5th the following vessels were at New Bedford: *Ruth Lucille*, *Doris M. Hawes*, *Salvatore*, *Grace F.*, *Margaret D.*, *Rose and Lucy*, *Natalie II*, *Uncle Sam*, *Captain Drum*, *Antonio*, *Salvatore and Rosalie*, *Dacia*, *Angie and Florence*, *Fanny Hickey*, *St. Theresa*, *Eleanor*, *St. Rosalie*, *Famiglia*, *Hoop-La*, *Naomi Bruce*, *Carlo and Vence*, *Josephine and Mary*, and *Orion* all of Gloucester, and the *William H. Killigrew*, *Wamsutta*, *Isabel Q.* and *Anastasia E.*, of New Bedford.



## COP-PAINTED is the fisherman's own Rope Treatment

Experienced fishermen with eyes peeled for low operating cost know that the quality of Plymouth Ship Brand Manila Rope saves money for them in the long run. Its uniform strength, handling qualities and durability, insure against trouble, delay and even disaster!

The new Plymouth Cop-Painted Rope Treatment gives extra value to the rope and affords the maximum of protection against the vicious attacks of marine organisms and destructive bacteria. Plymouth Ship Brand Manila Rope so treated gives wonderful service!

Plymouth Manila fishing gear, including Running Rigging, Mooring and Deck Lines, Anchor Cables, Hoists, Purse Lines, Towing Lines, Pot Warp, Lobster Twine, Buoy Lines, Trawl Lines, etc., may now be had Cop-Painted, the fisherman's own rope treatment. These ropes may also be had treated with the Plymouth Sea Proof and Copper Oleate preservatives.

Combined with the well known quality of Plymouth Ship Brand Manila Rope these treatments lengthen the life and lower the service cost of Fishing Ropes.

Agents in Every Port

**PLYMOUTH CORDAGE COMPANY**  
North Plymouth, Mass., and Welland, Canada

SALES BRANCHES

New York  
Chicago  
Boston



Baltimore  
New Orleans  
San Francisco



For those who may desire to treat their own fishing rope gear, Plymouth Cop-Painted Rope Treatment is now sold in One Gallon and Five Gallon containers.

# PLYMOUTH

• SHIP BRAND MANILA ROPE •

THE ROPE YOU CAN TRUST

## Vineyard

### Scallop Prices Good Squiteague Look Favorable

By J. C. Allen

When Noah sailed the ocean blue,  
For forty days he laid hove-to,  
And somehow hauled and baited trawl  
Between the gusts of every squall.

And after all the work was done  
He had a stormy homeward run,  
And landed, tuckered, on the strand,  
To hear the cry: "There's no demand!"

Now, on the docks you hear men say:  
"Things hain't changed much since Noah's day!"

THE foregoing jingle just about describes the sentiment that prevails in and about the Skiffs Island office of the Wheelhouse Loafer who pens this column, and things being as they are, anyone who is looking for gobs of joy and laughter had better haul their nose out of this report before they get in any deeper.

#### Mackerel

Here's the Summer breaking with indications of a fair season, maybe a darned good one, laying dead ahead. Mackerel are running, or have been recently, with fins out, not over thirty miles off-shore of the Vineyard. The seiners have loaded up right there, some of 'em with a single set. And now they tell us that the vessel owners have got to limit the catches.

#### Trap Fishing

Our trap twine was in about the first of May, and the Spring fish showed almost at once, although not in any quantity. But squid, scup, butters, seabass and a few flukes, came right along. The small lots that the traps have taken have gone very well, the local markets taking care of 'em. But if the boys caught any amount of fish, they would have to ship 'em and take a darned small price like the rest of the sea-skimmers are doing.

#### Blackbacks and Yellowtails

Blackbacks and yellowtails, particularly the former, are running in wonderful shape. Small boats have taken barrels of blackbacks around the harbors with a hook and line, mostly for fun. And that's about all the commercial fishermen have been getting out of it, is the fun, for a devil of a lot of these fish are going at a couple of dollars for lobster bait.

#### Butters

Butters are the best stock that we know of in these latitudes, and apparently they are scarce everywhere. The prevailing prices constitute our barometer, and it seldom goes wrong. The oracle of this neck of ocean, Sam Cahoon, doesn't seem to think that the price will hang up anywhere if the fish really begin to run.

#### Sea-Scallops Receiving Good Prices

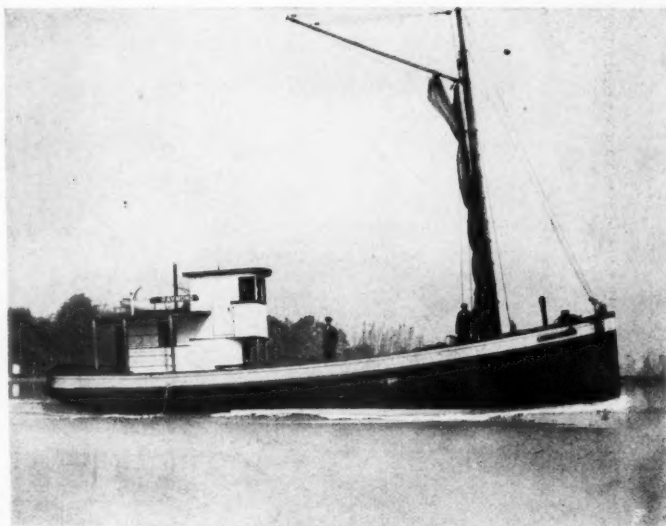
The real silver lining in this cloud is with the sea-scallopers. These lads, we have only one schooner from the Island, are finding the bivalves and they are collecting a price that is twenty cents better than it was a year ago.

The freezers are empty, which helps out a whale of a lot, and if present luck hangs on, a few of the boys are coming out all right. Our vessel, the schooner *3 and 1 and 1*, Capt'n John Salvadore, just brought in 2400 gallons in two trips, made in less than 10 days' time, receiving 90 cents a gallon for 'em.

#### Squiteague Reappearing

Things look more favorable for squiteague this season than for many years. These fish struck on in small numbers almost at the start of trap fishing. They ran small and mixed, which has always indicated that a school is due. It has been many, many years since Vineyard traps caught squiteague enough to holler about and it will be interesting to see what happens if these fish return again after their long absence.

# WOLVERINE



## Freight Boat "RAYMOND"

of Maryland

65 ft. x 16 ft. x 4 ft.

75 H. P. "WOLVERINE-DIESEL" Engine

*This engine has been  
in operation continuously since  
October, 1925*

**Positively Reliable, Simple  
in Operation, and Cheap  
in Maintenance—**

**These are the features that appeal  
to the fisherman and  
The "WOLVERINE" has them all.**

*Write us for  
Catalog No. 135 and Proposal*

## Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

## Provincetown Schooner "Marise" Lands First Swordfish

By J. C. Johnson

**T**O the Provincetown schooner *Marise* goes the distinction of bringing the year's first catch of swordfish to market. The vessel put in at New York on June 2 with four fish, taken off South Shoals. The trip, though small, found a ready market, selling at 45 to 50 cents per pound.

### Fauci Dragger at Atlantic Coast Fisheries

The Fauci Oil Company's draggers *Frances C. Denehy* and *Gertrude M. Fauci*, were the first of the large vessels to land fish at the new filleting plant of the Atlantic Coast Fisheries. This plant is still operating at high pressure and gradually taking on more hands. Its next development is expected to be the manufacture of fish meal.

### Whiting Freezers Busy

Toward the end of May, the whiting began to come in from the traps and the freezers became active again. Capt. George Brier got 15 barrels of whiting, and Capt. Joe Oliver, 12 barrels, from the weirs on the 21st.

### First Mackerel from Weir

Mackerel catches started coming the first of June. Capt. Ulysses Simmons on the 20th of May brought in the first barrel of mackerel from a weir of the Atlantic Coast Fisheries, the fish averaging two pounds.

### Herring

Trapboats still bring in a few barrels of herring. Capt. Manuel Enos has been busy baiting up his regular Spring callers from Boston and Gloucester.

### Scalloping

The *Frances* and *Marion*, Capt. Henry Parsons, has joined

the fleet of scallopers, who have fared best of all in recent months. About ten boats were scalloping out of Provincetown, the latter part of May.

### Flounder Fleet Home

The Provincetown flounder fleet came home from Hyannis late in May. Most of the boats fitted out for swordfishing off Block Island.

### Now Lawful to Kill Gulls

Recent legislation passed in Massachusetts making it lawful to take and kill waterfowl when they become a menace to fisheries, is good news to Provincetown's fishermen who have long complained there ought to be a law permitting them to kill off some of the thousands of gulls that infest this harbor.

### Chatham

Stage Harbor Freezer Co. are operating seven traps.

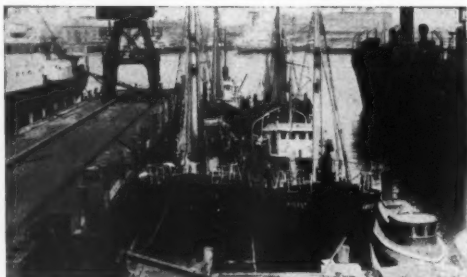
### Hyannis

Carter & Young, Buda engine dealers, although operating only one year, have built up a fine business in their up-to-date machine shop, servicing fishing and yachting marine engines for the district.



*Will Taylor sand-eeling from his ladder-boat in Provincetown Harbor. He made good hauls in May, landing twelve barrels on the 21st.*

## Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices:  Bethlehem, Pa.

General Sales Offices:  25 Broadway, New York

Boston Office: 75 Federal St., Boston, Mass.

# BETHLEHEM



## GROUND GEARS in PALMER CLUTCHES

This great improvement, an exclusively Palmer Feature, is more than a refinement . . . it is a real economic advantage as well. These gears are silent because of hardness of the metal and the smoothness



of precision grinding reduce wear. The fact that Hardened and Ground Gears wear less means longer life for the clutch. Palmer, for 38 years, has adapted each and every proven advancement in design and construction . . . to produce the BEST POSSIBLE MARINE ENGINE.

**PALMER BROS. ENGINES, Inc.**

14 Water St., Cos Cob, Conn.

SEND FOR DESCRIPTIVE LITERATURE

## Lunenburg Vessels Leave On Their Summer Trip

By H. R. Arenburg

THE following vessels have arrived from their Spring trip on the Banks and have landed their catches. They will sail immediately on the Summer trip: *Isabel Spindler*, Captain Willett Spindler, 900 quintals; *Daisy Marguerite*, Captain Albert Selig, 1000 quintals; *Delawanna II*, Captain William Corkum, 1200 quintals; *Bruce and Winona*, Captain Arnold Parks, 1100 quintals.

### "Thelma F." Makes Trial Trip

With approximately 200 residents of the locality of Indian Point on board, the *Thelma F.*, newly completed motor vessel built at the Ernst Shipyards, Mahone Bay, made a trial trip out through the islands of Mahone Bay and returned. During the trip the *Thelma F.* was put through test manoeuvres by the captain and her pilot, Harold Thomas. The results of the trip were, according to Captain Hartling, exceedingly gratifying and upon docking at the wharf in Mahone Bay he pronounced the boat not only highly satisfactory but a credit both to the builders and to the fleet of ships owned by the purchasers. The boat left for Halifax.

### "Haligonian" Purchased by Adams & Knickle

The schooner *Haligonian* was sold at Sheriff's sale and was purchased by H. W. Adams of the firm of Adams & Knickle. The *Haligonian* was built at Shelburne in 1925, and is 128.2 feet in length, 27.6 feet breadth of beam, 12.1 feet depth of hold and has a gross tonnage of 167.65 tons. She was originally built by a number of race enthusiasts to compete in the Nova Scotian and International Races, but she never succeeded in developing the speed which her builders expected of her.

### Good Fishing at Shelburne

Good catches were made at Shelburne the latter part of May. Several boats landed 3,000 pounds, stocking \$25 per man, the result of one day's fishing. Not only has the Shelburne Fisheries Limited a good-sized staff employed but the Lunenburg Sea Products Limited are buying on their vessel *Mabaska* which is stationed in the harbor.

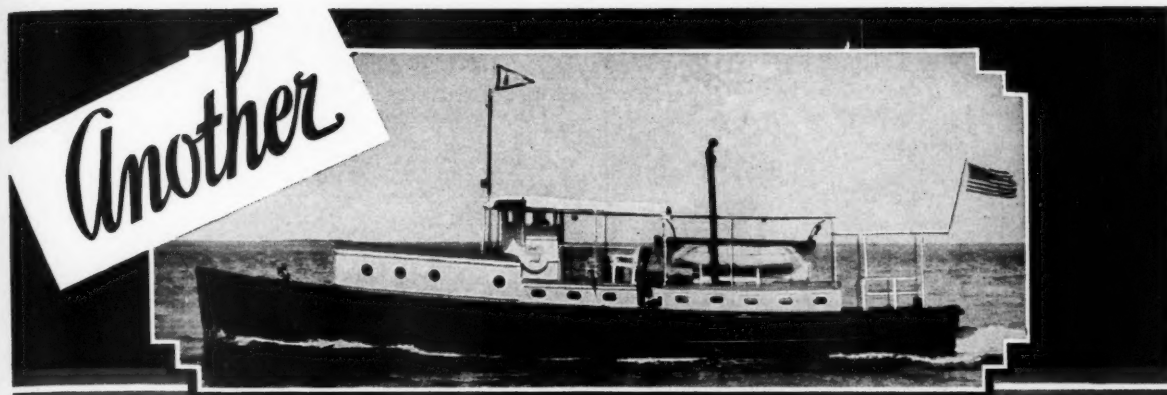
### Fourteen Craft Lost at Judique

Fourteen fishing boats of the Judique fleet—most of the boats there—were wrecked by a storm on May 5. The anchorage at Judique is exposed and the fishermen make a practice of hauling their motorboats ashore when they know a gale is brewing. This storm came so suddenly, however, that it caught them unawares and it was altogether too rough for them to go out in their dories to rescue their vessels.

As the gale increased, it drove a great field of ice on the coast and the fishermen were compelled to stand on the shore and see the ice drive their boats under water. Not one of the 14 was recovered. All were equipped with engines and were used by the Judique fishermen for lobstering and fishing.

### Temperature Affects Deep Sea Fisheries

From the results of studies made during the Summer of 1932 by the Atlantic Fisheries Experimental Station of the biological board of Canada it has been found that temperature of the water has much to do with the success of deep sea fishing. It was found in the experiments, which were conducted in the vicinity of Halifax, that when the bottom temperature of the water rose above fifty-one degrees Fahrenheit very few fish are caught. Young haddock were abundant at the mouth of Halifax harbor last Summer and this provided a unique opportunity to institute a number of tests, taking the temperature of the water along with the number of fish caught. The practical conclusion which the experiments led to is that if the fishermen were to take the temperature of the water near the bottom while fishing they would increase their catches accordingly.



## MURRAY & TREGURTHA

### fuel oil engine in Government service

For 33 years, Murray & Tregurtha have supplied engines to departments of the U. S. Government. The most recent installation is in the Lighthouse Tender "Poppy," located at Key West, Florida, which is now powered with a single Murray & Tregurtha six-cylinder fuel-oil engine. This sturdy craft, measuring 61' x 12' x 5½', averaged 10½ nautical miles an hour on her trial trip on April 19, 1933, over a 29 nautical mile course.

Murray & Tregurtha fuel-oil engines are equipped with the Shore carburetor-manifold system.

For further information regarding our fuel-oil or gasoline engines, write

*Distributor for New York District*  
F. BENJAMIN SEXTON, 125 Lafayette St., New York City

**MURRAY & TREGURTHA INC.**  
NORTH QUINCY, MASS.



### "Bluenose" Crew in Naval Uniform

LOOKING as spick and span and as trim as experienced shipmen could make her, the Lunenburg schooner *Bluenose*, champion of the North Atlantic fishing fleet, set out from Halifax on May 5th bound to Chicago and A Century of Progress, after leaving her home port three days previous.

At Halifax she was on exhibition for a few days before sailing on the second leg of her journey to Quebec, at which city she remained for a few days. From there she proceeded to Montreal, and after leaving there was to visit many points between there and Chicago. It was expected that the trip would take about forty days.

About the only thing about the *Bluenose* that was left unchanged is her rigging and sails. They are about the same as when she won the North Atlantic championship.

The decks look like those of a yacht. In place of the gurry-kids there are two "gang-ways" for visitors. Only three hand dories, and one power dory are aboard, enough to satisfy regulations for the safety of the crew. Fish pens, bait boards and trawl tubs are all absent and the fish hatch has been converted into a companionway.

Where salt was once carried and where the fish were salted down on the banks until the trip was ended, there is a row of state-rooms such as one would find on any small coasting vessel.

Life belts lashed in the rigging at the sides give a distinct yacht-like effect. About the deck there are signs advertising the Chicago Fair and a booth advertising souvenirs.

Perhaps the most noticeable change is in the crew. Decks that for 11 years knew only the firm tread of heavy sea-boots worn by men clad in oil-skins, now feel the lighter steps of a uniformed crew. This has aroused more discussion than anything else in Canada, for the uniforms are naval ones loaned by the Canadian Government. To distinguish them



The crew of the schooner "Bluenose" on their way to A Century of Progress. Exhibition authorities required that the crew be in uniform, so they have a semi-naval uniform. A maple leaf replaces the regular naval crest on the officers' caps, and the name "Bluenose" in large letters is placed on the hat bands.

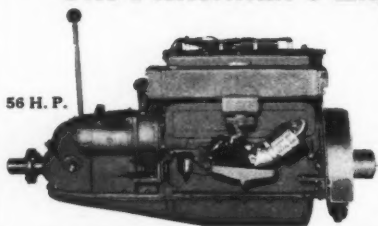
from naval men the crew of the *Bluenose* have a large ribbon about their sailor hats and maple-leaves marked *Bluenose* on their left breasts.

#### May Go to England

The *Bluenose* may be exhibited in Great Britain in 1935, said W. H. Smith, of Lunenburg, part owner, at a luncheon tendered at Montreal on May 15, by the Canadian Fisheries Association to Capt. Angus Walters and his crew.

If sufficient interest is shown in the *Bluenose* when she lays off the World's Fair at Chicago this Summer, she will be taken to the Canadian National Exhibition at Toronto in the Fall of 1934, he said. At the end of next year races might be arranged in the Atlantic with the *Bluenose* going to England in 1935.

### "The Fisherman's Engine"



56 H. P.

4 Cylinders:  
22-48 H.P.  
25-56 H.P.  
6 Cylinders:  
35- 70 H.P.  
40- 81 H.P.  
45- 97 H.P.  
49-101 H.P.  
53-105 H.P.  
60-111 H.P.  
68-121 H.P.  
All Models  
furnished with  
or without Red-  
uction Gear.

### BUDA "Hivelo" Series

Buda "Hivelo" engines are made strong and sturdy, and the facts speak for themselves. 3-inch crankshaft. 5 main bearings in four cylinder engines and 7 mains in the sixes. Chrome nickel iron cylinder block. Pressure lubrication to all main and camshaft bearings, to piston pins and reverse gear. Oil tight packing gland. Equipped with pulley for operating auxiliary equipment. Large double annular and end thrust ball bearings. Cast iron oil pan. Replaceable valve seats. Write for Bulletin No. 764.

#### Atlantic Coast Distributors:

Bowler, Holmes & Hecker Co., Inc., 259 Greenwich St., New York.	MacDonald Boat Yard, Daytona, Fla.
Rapp-Huckins Co., Inc., 138 Beverly St., Boston.	G. T. Backus & Son, Fort Pierce, Fla.
Johnson & Towers, 126 Arch St., Philadelphia.	Gas Engine & Electric Co., Charleston, S. C.
Willard B. Tull, 512 E. Pratt St., Baltimore.	H. E. Caulfield, St. Petersburg, Fla.
Thompson Fish Co., Key West, Fla.	Gibbs Gas Engine Co., Jacksonville, Fla.
Curtis Marine Co., 554 Front St., Norfolk, Va.	Forest E. Johnson, Coconut Grove, Fla.
Eau Gallie Boat Basin, Eau Gallie, Fla.	Peden Company, Houston, Texas.
	Higgins Industries, Inc., New Orleans, La.
	Daniels Bros., Ft. Myers, Fla.

### THE BUDA COMPANY

Factory and Gen'l Offices: HARVEY (Chicago Suburb) ILLINOIS  
Branch Office: 30 Church St., New York

### Significance of Voyage of "Thebaud" to Washington

By A. H. Larzelere, of Wall Rope Works, Inc.

IN this year of "A Century of Progress" at Chicago, where the past achievements of science and invention are exhibited, it is important that every man interested in the welfare of the Fishing Industry should turn his face to the future and examine the possibilities of the immediate improvement of unfavorable conditions which he has been forced to endure for several years, to the great detriment of a fundamental national industry.

Charity begins at home. American Industry deserves a fair chance at the benefits of its home market. In many cases it is not getting this chance. By the physical nature of the commodity it produces, our Fishing Industry needs its domestic market even more than most industries.

When the schooner *Gertrude L. Thebaud*, the queen of the American fishing fleet, sailed from Gloucester with a delegation of skippers aboard, representing important centers of the industry along the seaboard, for Washington, D. C., this numerous and notable representation of well known master mariners pacing one deck for a voyage of this duration was history in itself. A few of the famous skippers aboard were: Ben Pine, James Abbott, Dan Mullins, John Mack, Clayton Morrissey, Val. O'Neil, Lee Murray, Jas. Mesquita, Wm. Nickerson, Alex Seasberg, and Nels Soderberg.

This extraordinary gathering alone testifies to the expediency of a change in the conditions which face the industry. Large importations of swordfish, codfish, lobsters and other fishery products from foreign countries, produced by men who do not live and work under conditions imposed by the manifold advantages of high living standards in the United States, can be sold to our people, who are counting pennies these days, for less than the cost of domestic production.

Clearly, these men who farm the sea are as worthy of protection as those who farm the land. Emergency assistance, through the Reconstruction Finance Corporation, and a permanent adjustment of tariff to give them at least a fair competitive opportunity at home to work out their own salvation, is well deserved. The country needs the simple faith of the large body of men who live upon the seas, perhaps more than it needs reforestation and flood control.

Without the slightest suspicion of sentimental flag waving, it may be said that these mariners have before, in the comparatively short history of the United States, often been a bulwark of strength in times of trouble. The ranks must not be depleted.

Our President recognized the importance of the *Thebaud's* mission by a personal visit to the dock shortly after she arrived. He and Premier Ramsay MacDonald of England shook the hands of the crew and took a warm, informal interest in the men. Mrs. Roosevelt, in her well known, extremely democratic spirit, made fast friends aboard the vessel, in company with Miss Ishbel MacDonald and escorted by her son James. Altogether, this was a stirring and unusual scene, well fitted to the first appearance of a Gloucester schooner on the Potomac, and to the unique mission of the *Thebaud*.

Those who sailed to meet the Presidential party, the commissions and committees who welcomed them, returned home with the feeling that an honest brief had been well considered and that present conditions, which may well have become intolerable, will be speedily remedied to the clear benefit of the entire nation.

### The New "Wall" Calendar

THE new Wall Rope Works, Inc., calendar maintains its individual characteristic of three calendar months showing at the same time on full size sheets, and carries at the top a beautiful marine scene in full color.

The vogue of the Wall calendar reaches all over the United States and its possessions, and during the many years of its issuance has become a fixture in many offices.



### THE DANE RADIO COMPASS AND DIRECTION FINDER

is now recognized as a necessary aid to the navigation of fishing vessels.

It is a sturdy, compact and practical instrument. It is durable, economical to install and maintain, easy to operate, and will work from any electric current supply.

Radio bearings are obtained quickly, easily and accurately.

Complete information gladly furnished on request.

### E. S. RITCHIE & SONS

Manufacturers of

THE RITCHIE FISHERMAN COMPASS  
115 Cypress St., Brookline, Mass.

Gloucester Agent: JAMES H. GOODWIN  
33 Centennial Ave., Gloucester, Mass.

## The Power Developed by an Engine in Operation.

By G. B. Wright, of The Buda Company

**T**HE power developed by any engine in operation is the sum of the delivered or usable power and the friction power which is generated by the engine driving its own parts. This is called the indicated horsepower or I.H.P. The term I.H.P. is rarely used by the laymen as it is not a commercial commodity but strictly a laboratory term.

An engine developing 90 H.P. at the shaft has an indicated horsepower of approximately 120 H.P. as there is 30 to 35% wasted in the engine itself. The shaft power or usable power is termed brake horsepower and indicated in the trade as B.H.P. Brake horsepower or B.H.P. is the product or multiplication of the load in pounds at a 63" radius or lever arm times the speed in revolutions.

Assuming an engine developing 90 H.P. at 2000 r.p.m., the pull on the engine of a 63" lever would amount to 45 lbs. There are some decimal factors involved but the calculations are essentially as given.

The torque which is the actual twisting strain on the shaft in the above example would be 45 lbs. times 63" equals 2835 inch pounds or 236 foot pounds or 236 pounds pull at one foot radius. This torque feature is the thing that all designers use when computing power. It is the turning efforts measured in the terms of pounds pull at one foot radius and all shaft and gear tooth calculations are made from the torque curve and not the horsepower curve.

Horsepower is merely an index number for relative purposes in comparing engines. It is only the product of "torque times speed". It is quite possible to spin a quarter inch shaft fast enough to generate 50 horsepower but if one would tell you that this shaft was a 50 H.P. transmission you would immediately jump to the conclusion that it must be revolving at a very high rate of speed. On the other hand this accounts for the apparent discrepancies in engine ratings. Some small engines of obvious small displacements are rated at 125 H.P. or 150 H.P.

The speed factor is usually omitted and if disclosed is found to be away up in the region of impractical operation. What really counts in a good reliable engine is enough displacement to do the work easily and reliably. Nothing substitutes displacement—and then keep the speed within the limits of reliable operation.

It is safe to figure that for some of these later day developments a possible horsepower factor of .3 H.P. per inch of displacement at 3000 r.p.m. That is as high as good judgment warrants. And then figure .2 H.P. at 2000 r.p.m. and .1 at 1000 r.p.m.. This will create a straight line horsepower curve and a corresponding torque curve. This would be a good all around usable engine and is fair enough for commercial purposes.

## Electrolysis Eliminator

**T**HE Boston office of Fairbanks, Morse & Co., New England distributors of the Marine Electrolysis Eliminator, report that the trawler *Brookline* has had two eliminators installed at the Atlantic Works for propeller protection. The *Newton* has had two installed for the main engine.

The Mystic Steamship Co. installed two eliminators for propeller protection about eight months ago, and the installation has proven so successful that the company has recently installed six on the *Venus* and six on the *Luna*, four for the propeller and two for the main engine.

The collier *Stephen R. Jones* has installed four of the steel type eliminators as a trial for hull plate protection.

Capt. William Westerbeke, owner of the *Venture II* is so well pleased with the Electrolysis Eliminators installed on this vessel six months ago that he has just ordered two more for protecting the propeller and under-water equipment.

## WHITLOCK WATERFLEX CORDAGE



The Utmost In Rope Value

**F**OR all purposes where strength, durability and ease of handling are essential, WATERFLEX—the scientifically lubricated rope—is unsurpassed.

Being truly water-resisting, WATERFLEX is practically unaffected by dampness, rain or other adverse weather conditions. It remains flexible at all times.

WATERFLEX will not kink, nor harden or swell appreciably when wet. Rotting of fibre is retarded by the patented WATERFLEX treatment, and the useful life of the rope greatly increased.

WATERFLEX offers many outstanding advantages at no additional cost.

*Descriptive folder on request*

## WHITLOCK CORDAGE CO.

46 South Street  
New York

226 State Street  
Boston

## THE DARTMOUTH AND WESTPORT FISH & LOBSTER CO., INC.

A fast growing wholesale fish organization with capable, intelligent business men at its head, with years of experience in the fishing business, coupled with the finest facilities for handling fish on their wharves direct from the vessel to dealers, offers the fishing industry the opportunity of becoming share holders in this company.

Shares can be bought outright or purchased through the partial payment plan.

For full particulars and without obligation, write

## THE DARTMOUTH AND WESTPORT FISH & LOBSTER CO., INC.

South Dartmouth, Mass.

## ICE BROKEN INTO THIN FLAKES

which will fit in between and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

### THE CREASEY ICE BREAKER

because of its interchangeable combs and adjustable front plate.



C-72

COCHRANE CORP. 3162 North 17th St., Philadelphia, Pa.



Herbert R. Conkling (left) and crew at H. R. Conkling Oyster Co., Mattituck, L. I., N. Y.

### Users of Eveready products

**W**HEN Commander Byrd flew across the arctic wastes, to be the first man to cross the North Pole by air, he carried Eveready products in his plane. When he went to the other end of the earth to fly across the South Pole, Eveready flashlights provided portable light and Eveready Prestone protected the cooling systems of his equipment.

When Martin Johnson penetrated the jungles of Africa, gaping pygmies, if they looked close enough, saw the familiar Eveready trademark on his batteries and flashlights. And, as Martin Johnson wrote to National Carbon Company, "In the jungles of Africa, where failure of a 'B' battery may frustrate days of preparation and labor for an important movie 'shot' or where the failure of so small an item as a unit cell or bulb in a flashlight may endanger life, dependability is the essential consideration." In fact, these same Eveready products are now seeing service with Johnson on his second expedition to the African jungles, where he is taking moving pictures of hitherto unexplored sections of that vast continent.

It is not recorded what types of lights and batteries Admiral Peary took with him on his trip when he discovered the North Pole, but the skipper of his ship, Captain "Bob" Bartlett, reverently made a pilgrimage to the far North to erect a monument on the northernmost outskirts of civilization to his famous commander—and "Captain Bob", took Evereadys.

From the frigid wastes of the Poles, Eveready products have traveled to the torrid heat of the South American jungles. Dr. Herbert S. Dickey, when he pushed his way up the Orinoco River, was Eveready equipped.

To Northern Tibet, the Gobi Desert, and in fact almost everywhere that inquisitive man has penetrated in his efforts to learn more about this little old world, Eveready products have traveled with him. Their manufacturers take pride in the fact that in all these gruelling tests, in every clime and condition, not once have their products failed.

## TANGLEFIN NETTING

"Catches More Fish"

LINEN and COTTON GILL NETTING  
SEINE, POUND and TRAP NETTING

Manufactured by  
NATIONAL NET & TWINE CO., INC.  
80 Federal St., Boston, Mass.

## Hathaway Machinery Co.

Original  
Flax Packed  
STERN BEARINGS

New Bedford, Mass.

## TRENHOLM THE "ENGINE MAN"

THE BRIDGEPORT  
For Medium and Heavy Duty Fishing Work  
MODEL A FORD CONVERSION  
\$240

THE MONMOUTH	MIDSHIPMAN II
Medium and Heavy Duty	20 H. P. to 34 H. P.
CONVERTED MARINE MOTORS	
30-45 H.P. \$195	30-50 H.P. \$295
50-85 H.P. \$395	
Factory Guarantee	

For complete information on these marine engines write

**J. L. TRENHOLM**  
265 Atlantic Ave. Boston, Mass.



Party boat "Ernest Lowell", owned by Capt. F. H. Thompson of Hampton, N. H. She is powered with a Fairbanks-Morse Diesel engine and equipped with Hyde propeller, Willard batteries and Shipmate range.

### Exide at A Century of Progress

**T**HE exhibition at the Century of Progress in Chicago of The Electric Storage Battery Company will be located in Booth No. 9 in the Electrical Group.

The display graphically portrays to the Fair visitor the many ways that Exide Batteries are serving the public and the fact that "Every Day in Some Way You Use an Exide Battery".

When entering the booth the visitor faces a painting covering the entire rear partition. This painting will portray country, city and industrial atmosphere, together with roads, automobiles, railway, transportation, etc. Across this scene there will be a regular cycle of change in lighting, giving the impression of transition from night to day, tying up to the story that "Every Day in Some Way You Use an Exide Battery".

On either side of the booth as you enter there will be a series of large paintings illuminated from the rear, which will show various storage battery applications, such as—railway, car-lighting and signals, telephone, electrical vehicle propulsion, starting, lighting and ignition, emergency lighting submarine and other government uses, airplanes, etc. These colored transparencies will light up in regular order, and the type of battery which is used for the particular service will be displayed directly beneath the illuminated painting.

There will also be displayed a section of the Exide Battery taken from the "City of New York" which was used by Byrd on his Antarctic trip, together with the Exide Battery which was used by Byrd on his flight over the North Pole.



Gray's new Tachometer instrument panel.

### Gray's New Tachometer Instrument Panel

**T**HE Gray Marine Motor Company is offering an extra value to all purchasers of new motors in the form of a very attractive and high quality instrument panel, which includes a tachometer, oil gauge, three switches, and is indirectly lighted.

The size is  $11\frac{1}{2} \times 7\frac{1}{2}$ , and the panel is attractively finished in black enamel with heavy nickel trim. The large dials have easily visible pointers, which may be read at a distance, and the indirect lighting makes it suitable for night as well as day.

The tachometers are available in either rotation, and a standard 9-foot length of cable is supplied with each panel. Extra lengths are available.

A complete description and photograph of the panel are included in an attractive little pamphlet available from the Gray Marine Motor Company, 6910 East Lafayette Ave., Detroit, Mich. This pamphlet also explains why a tachometer should be used, and how it saves its cost in improving gasoline and propeller efficiency, as well as giving ample warning of imperfect engine performance.

As mentioned, the panels are supplied free with all new Gray Marine Motors, and are also available at a price of \$40.00 when ordered separately. The complete panel is packed in a special carton, with wiring instructions, and a cardboard template for cutting the instrument board.

### JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns

5 Administration Bldg. Fish Pier, Boston

### SHERMAN B. RUTH

Complete Line of Fishermen's Supplies Including

WALL ROPE

HENDERSON & JOHNSON PAINTS

PFLUEGER HOOKS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

### NEW! WRITE FOR INFORMATION



### HAULING CLUTCH

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

**KINNEY MFG. CO.**  
3541 Washington St.  
BOSTON

### PIER MACHINE CO., Inc.

Marine Engineers

Crude Oil and Gasoline Engines

Installing and Repairing

Marine Electrical Works

Electric and Gas Welding

Boiler Repairing

Machine Work of all kinds

Coppersmiths

Boston, Mass.

257 Northern Ave.

Walter S. Crowninshield

Telephones: Liberty 5393, Highlands 4367

### USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

SINCE 1861  
MADE BY  
**PETTIT  
PAINT  
CO., INC.**  
JERSEY CITY  
N.J.



SEND FOR FREE COPY ATLANTIC COAST  
TIDE TABLES; FIGURES FOR EVERY HARBOR

When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
FOR BEST RESULTS SHIP TO

**R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years  
17 Administration Building Fish Pier, Boston, Mass.

Oil Heating

Stove and Furnace Repairs

**C. F. CAMERON CO., Inc.**

**PLUMBING—HEATING and SHEET METAL WORK**

*Vessel Work A Specialty*

Wharf St.

Gloucester, Mass.

*Anything from a Needle to an Anchor*

**Commonwealth Ship Supply Co., Inc.**  
VESSEL SUPPLIES

*Distributors of*

Plueger Hooks and Union Twine Company's Tarred  
Lines; Groceries and Provisions

243 Northern Ave.

Boston, Mass.

To Meet the Demand for  
**COMPETENT DIESEL ENGINEERS**  
enroll now in the  
**Diesel Correspondence Course**

The only Correspondence Course in existence.  
Supervised by authorities in Diesel engineering.

— STRICTLY PRACTICAL —

Apply now through:

**ATLANTIC FISHERMAN**  
Goffstown, N. H.

**WILLIAM FROST**  
JONESPORT, MAINE  
*DESIGNER AND BUILDER OF BOATS*

SPEED AND WORKMANSHIP  
GUARANTEED—STORAGE YARD  
REPAIRS—HAULINGS UP TO 100 TONS  
GOOD SERVICE ASSURED IN OUR  
NEW MODERN PLANT



### AFRICAN DEMAND FOR FISH PRODUCTS

West African Firm principally engaged in Fisheries  
seeks direct connections with Merchants and Exporters  
of:—Bloaters, Smoked Salmon, Dry Salt Fish, Salt Cod-  
fish, Salt Mackerel, etc., also Canned Fish Products of  
all descriptions.

*Samples, offers and terms of payment solicited*

**THE COLONIAL FISHERIES, LIMITED**

P. O. BOX 567, ACCRA

Gold Coast, British West Africa

Cable: "COLONFISH"

## The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment.  
Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN,  
Inc., Goffstown, N. H.

### REAL MARINE BARGAINS

Friendship sloops, 28 ft. to 45 ft., \$400 and up. 50 ft. x 12 ft. x 4 ft. 6 in. Dragger, 60 H.P. CO engine, \$1,500. 70 ft. x 16 ft. 3 in. x 5 ft. 3 in. fish and freight boat, 75 H.P. CO engine, \$3,000. 53 ft. x 13 ft. 9 in. x 4 ft. 8 in. party or fish boat, 30 H.P. CO engine, \$1,100. 60 ft. x 19 ft. x 4 ft. 6 in. auxiliary coaster, \$1,500; and many others. Small Elcos, Richardsons and Matthews cruisers at real depression prices. Rebuilt marine engines: 150 H.P. Kermath, \$550. 21 H.P. Lathrop, \$325; and many others—also propellers, reverse gears, etc. We are looking for small fishing schooners—what have you? KNOX MARINE EXCHANGE, BROKERS, CAMDEN, MAINE.

### FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hailock Ave., New Haven, Conn.

A newly built lobster fishing boat, heavy construction throughout. V-bottom type with 6 cylinder converted marine engine. Reasonable for quick sale. Acme Boat Co., Westport, Mass.

Schooner 56 ft. x 15 ft. 9 in. beam, 7 ft. draft, in good condition, with sails. Palmer powered. Good swordfisher. Priced to sell. Louis Kessler, Stonington, Conn.

48 ft. converted cabin cruiser, 90 H.P. Sterling engine, recently overhauled. In good condition. Make fine party fishing boat. Also 40 ft. fisherman, 40 H.P. Bridgeport, all in good condition. Reasonable for cash. James Fiore, 28 T Wharf, Boston, Mass.

Lobster smack, *Hilda Emma*, 52 ft. long. Equipped for trawling or would make fine fishing party boat. Reasonable for quick sale. E. Jameson & Sons, Portsmouth, N. H.

### WANTED

Fishing boat—sloop, ketch or schooner, not over 50 feet over all; with or without power; no fishing gear necessary; must be in good condition and cheap for cash; send photograph. Box AWH, ATLANTIC FISHERMAN.

Fishing schooner under 50 ft., suitable for swordfishing. Price must be reasonable. Russell Grinnell, Jr., Exeter, Rhode Island.

### GRAY'S BEST BUYS FOR JUNE

"Six-70", High speed style, aluminum, 3 $\frac{3}{8}$  in. x 4 in. New block assembly, new clutch ..... \$399  
"Six-50", cruiser style, all iron, 30-55 h.p., completely rebuilt guaranteed ..... \$345  
Model "400", 80-105 h.p., used one year in cruiser, double ignition, new engine guarantee ..... \$888  
New Cruiser "Eight", 1932 specifications, never used. 20 inch centers, 125 h.p. .... \$649

Orders received subject to final acceptance by wire or letter. MANY OTHER BARGAINS, both heavy duty and high speed styles in used, rebuilt, and experimental motors, 15 to 150 h.p., some new. List of bargains free. Write for it and tell us about your boat.

**GRAY MARINE MOTOR COMPANY**

672 Canton Ave., Detroit, Michigan



oment.  
MAN,

ft. x  
. 70  
H.P.  
ty or  
4 ft.  
Elcos,  
rices.  
H.P.  
gears,  
have  
DEN.

ilder-  
part  
illock

ction  
erted  
Co.,

con-  
riced

gine,  
party  
ll in  
8 T

for  
able

feet  
ary;  
oto-

ing.  
eter,

New  
\$399  
uilt  
\$345  
uble  
\$888  
inch  
\$649  
rter.  
high  
5 to  
and